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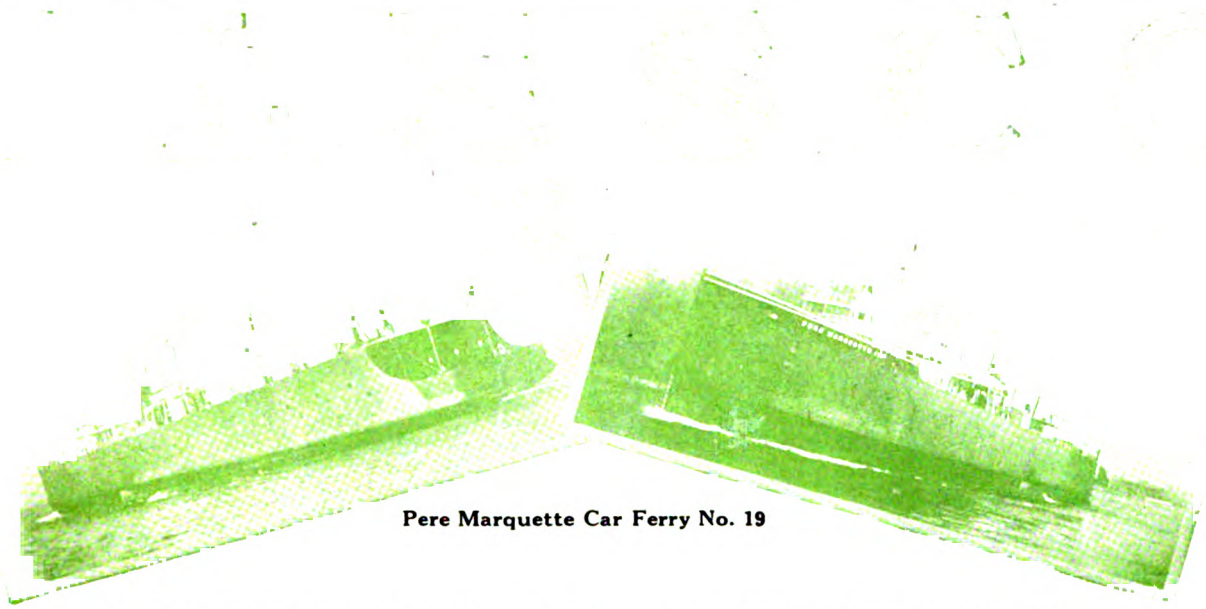

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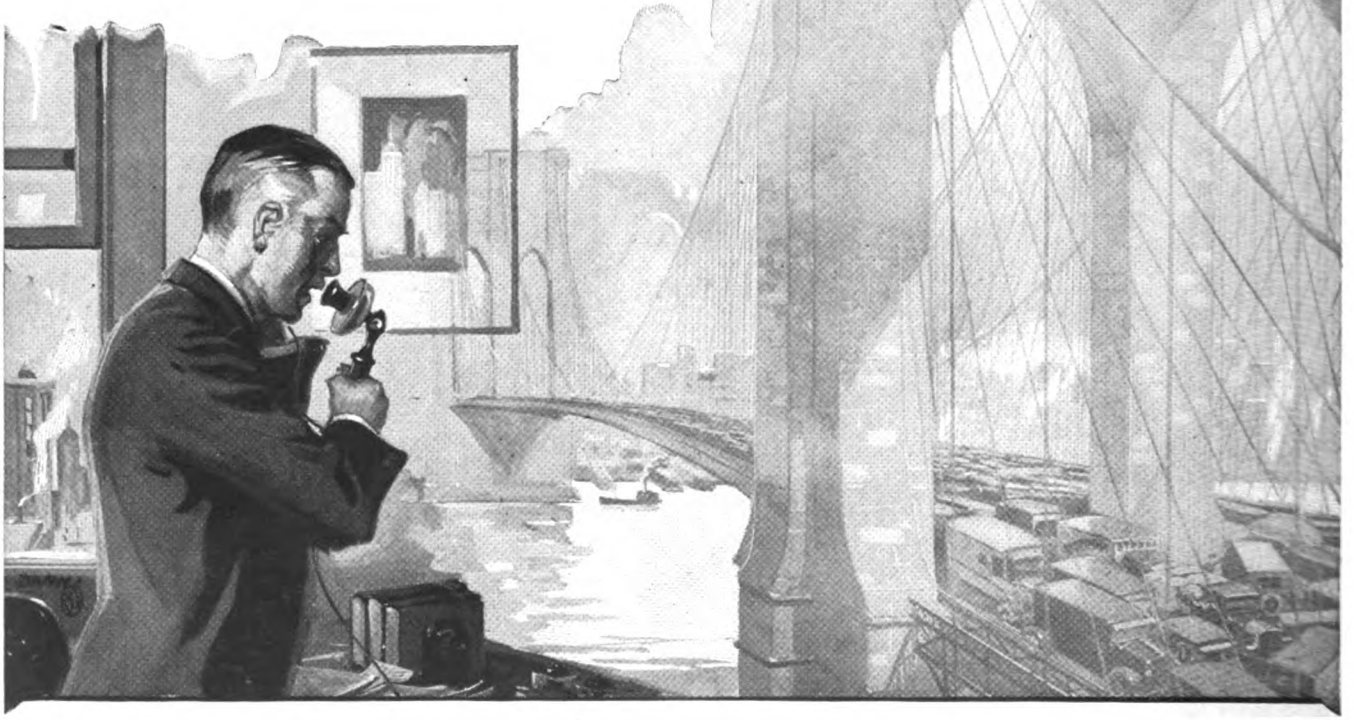

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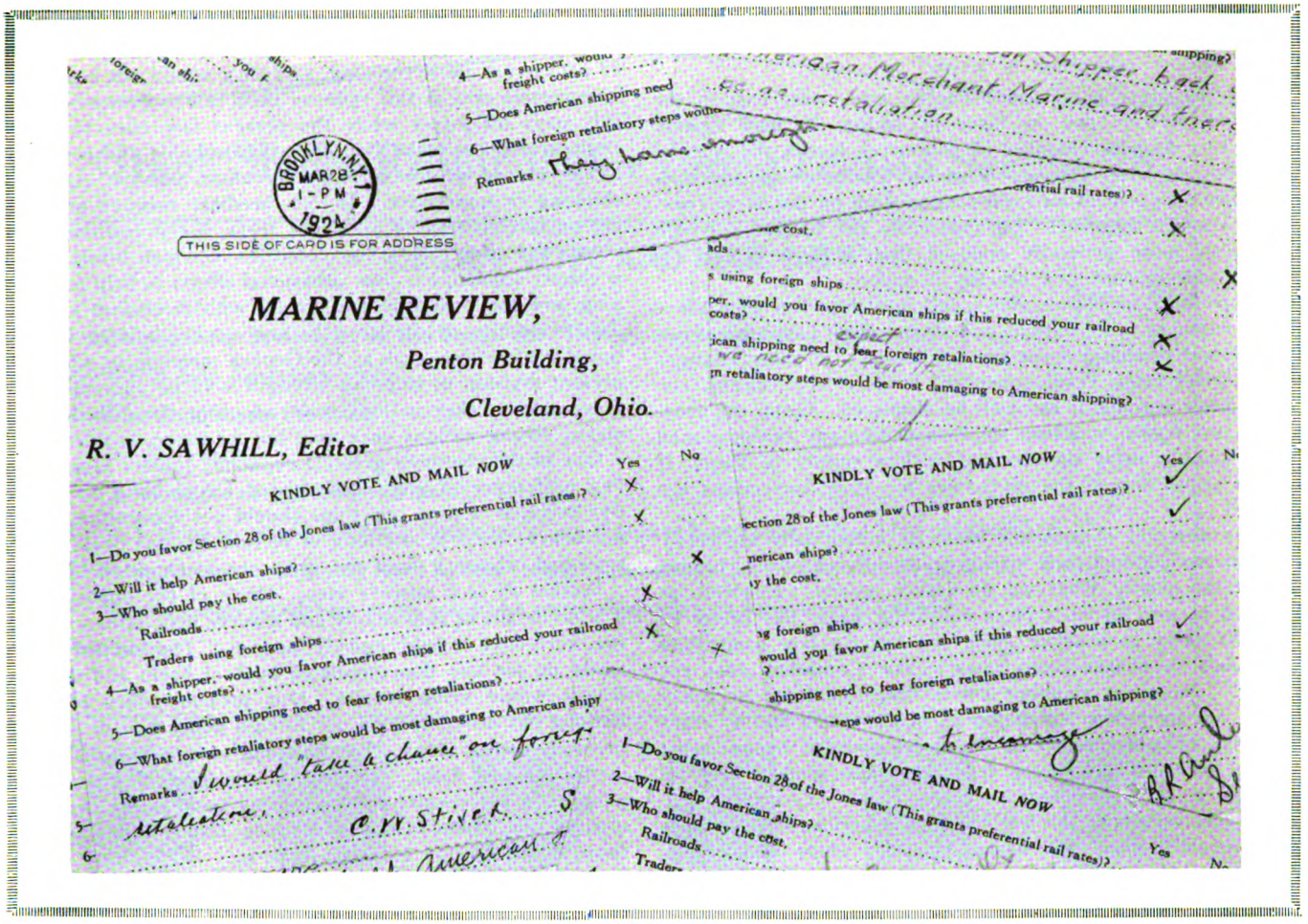
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R. V. SAWHILL, Editor
KINDLY VOTE AND MAIL NOW
Yes
No
1—Do you favor Section 28 of the Jones law (This grants preferential rail rates)?
2—Will it help American ships?
3—Who should pay the cost.
Railroads
Traders using foreign ships
4—As a shipper, would you favor American ships if this reduced your railroad freight costs?
5—Does American shipping need to fear foreign retaliations?
6—What foreign retaliatory steps would be most damaging to American shipping?
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KINDLY VOTE AND MAIL NOW

Typical votes returned in MARINE REVIEW's poll of marine sentiment on preferential rate policy.

Section 28 Wins in National Vote

BY R. V. SAWHILL
Editor, Marine Review

AMERICAN shipping had grown accustomed to the life of a starved and ignored waif. But today, we find it in the best room of the house, with the family and all the neighbors watching over its welfare. Unless it decently appreciates this sudden solicitude, the entire group of well wishers may grow tired of the foundling again and we shall find it again on the back steps. A suspicion grows that many of the neighbors think it belongs there.

Section 28 brought shipping to the post of honor in public attention. It provides that present preferential railroad rates on exports and imports be used only when American vessels haul the freight on the ocean leg of the trip. The law was passed four years ago but its power for good and ill, as portrayed in the army of briefs, resolutions and sworn testimony of the past few weeks, was never fully realized. Its dual nature, the wings of an angel and the horns of a devil, were mantled under the garments of neglect. Its revenge must be sweet.

Shipping problems never attract as sensible business analysis as most other industrial questions. National welfare intrudes so that patriotism can be alternately brought in and thrown out. The bulk of the people are apathetic. The problems are difficult to appraise and so, many never even make the effort. Even great editorial brains generally regard it as sufficient to declare first an impassioned love for a merchant marine, declare stridently its necessity for national protection in times of war, and then condemn the particular aid then proposed as hopeless, worthless, an affront to our foreign friends and generally a vicious proposal which no decent man will touch. The trifling detail of suggesting a better method is too much trouble. Such suggestions are more easily thought up for simple a-b-c questions like German reparations.

In summary, opposing arguments follow: traffic men find it forces a hazardous readjustment of rates and rules; millers declare it will shut off their competitive ability, since grain rates are not included and American ships are not abundant enough; many think traffic will be driven to Canada; railroads find some administrative problems but have taken no opposing position; automobile makers find it will force routing by Atlantic ports, especially for their important Australian trade in which American ship services are insufficient; oil refiners see a loss of foreign markets since foreign tankers have always carried the exports and American tanker tonnage is inadequate; some groups of shippers, exporters, chambers of commerce, the meat packers, etc., find American shipping insufficient.

The Pacific coast has another view. If its chambers of commerce are reliable guides to public opinion, San Francisco and ports north are actively opposed. The viewpoint hinges on the fact that Pacific ports—partly to equalize their position on exports with gulf and Atlantic ports nearer to the country's producing zones, and partly to give westbound rail cargo to match heavier eastbound shipments—have had large differentials between local rates and export rates. The difference to Atlantic and gulf ports is much less. So the

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Pacific sees foreigners throwing their trade to the east, where even if the differential is less, the total rate is smaller. The western opposition is active.

On the other hand, more Pacific votes were cast in the MARINE REVIEW poll in favor of section 28 than against. The Los Angeles chamber of commerce favors the section. A following letter shows a successful Pacific owner approves it. The president of an export association on the West coast writes us his approval. So apparently the Pacific, although probably more generally opposed than other sections, has many able marine men heartily in favor.

Objections, as shown above, fall into those on principle—it is unfair to other nations and starts off an expensive series of mutual retaliations—or on details—lack of ships, changes in railroad rates, readjustment of business connections, etc. The latter arguments can well be dismissed. Given the prospects for trade, American shipowners like any business men will quickly meet the demand with a supply of ships. If rates prove unjust, the mechanics for their corrections are ready.

The question of principle must be individually answered. Americans conduct their foreign trade differently than others. They do quietly what we do rather noisily. England, as shown in our dispatch on a following page, has preferred freight rates in practice since she has no law compelling railroads to charge fixed rates. The Continent does the same. American shipping meets discriminations at every turn, not by public legislation as in this case, but by commercial, private agreements which we prohibit by our trust laws, interstate commerce legislation and general lack of foreign trading experience.

Advocates believe the law will give American shippers that commercial reason for using American ships which they need. Foreign shippers favor their own ships naturally and justly. Yet our poll shows in the eastern territory, that 18 per cent of those replying, said they would not use American vessels even if this reduced their railroad rates. A subsidy pays off losses while the present law tries to attract enough cargo to make ship operation possible and profitable.

The record of foreign discriminations against American shipping is impressive. In our heedless manner of thinking on foreign trading problems, these discriminations rarely attract attention. To other countries in which foreign trade is closely studied, our own occasional efforts to help our shipping, are met instantly and firmly with intelligent analysis. The possibility of similar risks are met by holding international conferences, such as the Geneva meeting, in which the present division of shipping strength is to be perpetuated by preventing weaker nations from adopting those perferential means strong nations once used but no longer require.

One of the country's greatest economic leaders says, "since flag preference of ships has existed for so long with reactive force, it is time our ships should get recognition. I do not believe there is anything in section 28, that could not be remedied in case it does not work out as expected."

Section 28 is a positive step. Much of the opposition to it is on details of ship supply and deserve little attention since the corrective would quickly appear. The section might easily do far less than predicted both of harm and of good. But it would bring results. Our present policy of doing nothing has brought down our foreign going fleet to about 20 privately owned ships. To slip along as at present is costly, ineffective and fatal. To test out section 28 can accomplish no worse results and may bring good ones. As measured by the MARINE REVIEW'S voting results below, most of those in the marine industry think so.

Results of Marine Review's Voting Test on Section 28

	Atlantic and Gulf States Per cent		Central States Per cent		Pacific States Per cent		Grand Total Per cent	
	Yes	No	Yes	No	Yes	No	Yes	No
1—Do you favor Section 28 of the Jones law?	68.5	31.5	87.5	12.5	55.0	45.0	71.1	28.9
2—Will it help American ships?	72.4	27.6	92.5	7.5	64.7	35.3	76.1	23.9
3—Who should pay the cost,								
(a) Railroads	29.7	70.3	20.0	80.0	60.4	39.6	29.9	70.1
(b) Traders using foreign ships	93.9	6.1	96.8	3.2	79.8	20.2	93.5	6.5
4—As a shipper, would you favor American ships if this reduced your railroad freight costs?	82.3	17.7	97.2	2.8	100.0	0.0	87.3	12.7
5—Does American shipping need to fear foreign retaliations?	49.6	50.4	34.3	65.7	41.2	58.8	45.7	54.3

All Groups Qualified to Vote Were Included in Test

SENTIMENT of the marine industry runs about 3 to 1 in favor of putting section 28 into effect—testing out preferential rail rates. MARINE REVIEW shows in the table above and in the charts on pages 163 and 165, the results of a postal poll of the industry.

The results show some interesting facts. The producing zones of the central west favor it more generally than the coast states where ship companies, and foreign traders are more numerous. The Pacific coast is more nearly divided than any other section. More people believe section 28 will help American ships than voted for its use. In eastern states, nearly 18 per cent stated they would not use American ships even if this reduced their railroad freight rates, while in other districts the vote was nearly unanimous in favor of their use. This result necessarily reflects some foreign votes as well as some dissatisfied with previous American service. The specter of foreign retaliations was voted down as lacking menace to this country.

The votes, in our judgment, are representative. The list to which cards were sent included steamship owners and operators, shipbuilders and those in trades and professions serving the marine industry. MARINE REVIEW and government records were used to insure complete lists. For a general test, cards went to all others on our subscription list. In addition, special lists were obtained from export associations and traffic organizations in order to receive the shipper, foreign trader and railroad viewpoint. Most persons intelligently interested in marine affairs were thus included. Their votes can consequently be taken as indicating the best sentiment of the industry.

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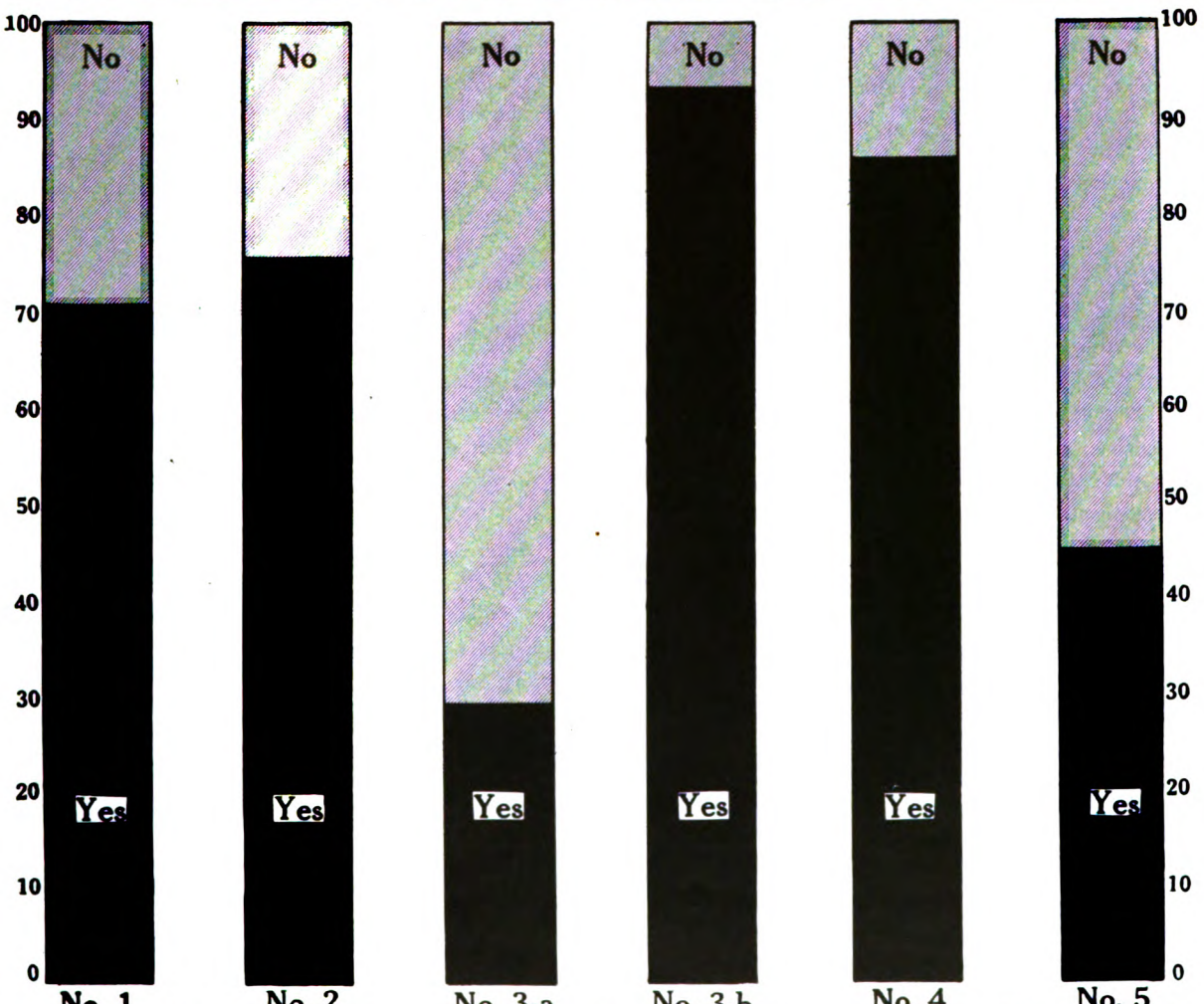
Graph Shows Result of Our Voting Test on Section 28

KINDLY VOTE AND MAIL *NOW*

	Yes	No
1—Do you favor Section 28 of the Jones law (This grants preferential rail rates)?	✓	
2—Will it help American ships?	✓	
3—Who should pay the cost,		
a—Railroads		✓
b—Traders using foreign ships	✓	
4—As a shipper, would you favor American ships if this reduced your railroad freight costs?	✓	
5—Does American shipping need to fear foreign retaliations?		✓
6—What foreign retaliatory steps would be most damaging to American shipping?		
Remarks		



Actual questions, properly numbered, are shown above in reproduction of postal card

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Letters from Marine Leaders on Section 28

Our national poll brought back many letters and comments on the voting cards. The following are selected as representative of different opinions for and against.

By H. R. Magoun, Senior Vice President, New York Shipbuilding Corp., Camden, N. J.

It has been the general opinion of shipbuilders that preferential treatment of some kind is absolutely necessary if the United States is to maintain vessels in the foreign trade. The country has rejected all proposals for subsidizing vessels in the foreign trade, and no administration yet has been willing to enforce the Jones act. Some other preferential treatment is necessary; it may very well be that preferential freight rates will help.

* * *

By Harry C. Carr, Export Manager, Sun Oil Co., Philadelphia

I have not attempted to analyze this situation carefully, nor the probable results. I must say, however, that in principle anything in the nature of a direct subsidy for American shipping is very distasteful, and to my mind un-American. Granted that our obnoxious shipping laws make the cost of operating American vessels higher than that of foreign vessels, it seems to me that the proper way to handle the situation is to cut out the ulcer and not attempt to stimulate the sick patient by a dose of medicine. As the sickest part of the patient is in any case government owned and only supported by donations from congress from time to time, this may perhaps make congress see the light more clearly.

In my opinion, a direct subsidy for American vessels can only be justified by such necessity as there may exist for vessels to supplement our navy. Anything in the nature of a direct subsidy, such as preferential rail rates, will, I believe, only be met by counter-moves on the part of other nations, more particularly dependent upon their shipping to keep their place.

As from 70 to 90 per cent of the excess cost of operation of an American vessel is immediately caused by the higher national building costs in this country, it seems to us that if any subsidy were given, a proper and defensible one would be to have the government provide a fund to absorb for its own account the difference in the cost of constructing any given vessel in an American yard as against a foreign yard. The American owner taking advantage of this would start his vessel on her first trip on the basis of equality with a foreign one, so far as his capital charges were concerned, and be penalized only to the extent of the difference in the wage bill, which we have always felt could be overcome by the greater efficiency accomplished through American personnel on board vessels.

Such an arrangement could be entirely defended as protecting the standard of living of the men on the ships and the men in the shipyards, and could be no more criticized than our tariff policy. Some day our American shipyards are going to be needed and they should be kept alive and encouraged meanwhile.

* * *

By William Newsome, Vice President, United Fruit Co., Boston

Preferential export rail rates are in the public eye just now more than the import rates. The theory of export rates is that such rates are the same as domestic rates except (1) when it is necessary to make lower on classes or commodities as a factor in meeting foreign competition; (2) as a factor in equalizing rates through competing ports; (3) to enable manufacturers of similar articles in widely separated groups to compete with each other on a fairly related basis.

The underlying principle of this system of rate making cannot be criticized. If export rates were not made on the above theory, exports would naturally move through the ports nearest the source of production.

The theory of import rates is, to some extent, different from that of export rates in that domestic competition as contrasted with foreign competition is not the controlling factor to the same extent as in export rates; therefore, import rates are usually the same as domestic rates except (1) when made less to meet port competition, and (2) to establish a fair relationship between rates from the ports and rates on like commodities from domestic producing points, distance considered.

You ask my opinion on preferential rail rates, their wisdom or folly and their effect on foreign trade and on American ships. As to the wisdom of these rates, I think there can be no question, and their legality was passed upon by the Supreme Court of the United States some years ago. As to their effect on foreign trade, especially the export rates, the fact that the railroads generally have been making them for a number of years shows the necessity of having them.

In regard to discriminating for or against American ships, I think that it is the worst possible policy. For one thing, it naturally follows that if carried to a conclusion, it will mean in the main that American ships will carry our exports and foreign ships our imports. This is not economical.

That is only one of the bad features of giving American ships preference. There also comes into the picture the question of retaliation by foreign governments and foreign steamship lines. Of course, I know it is said that this already exists and has existed for a long time, but certainly not to the extent we can look for in the future if we make this our national policy.

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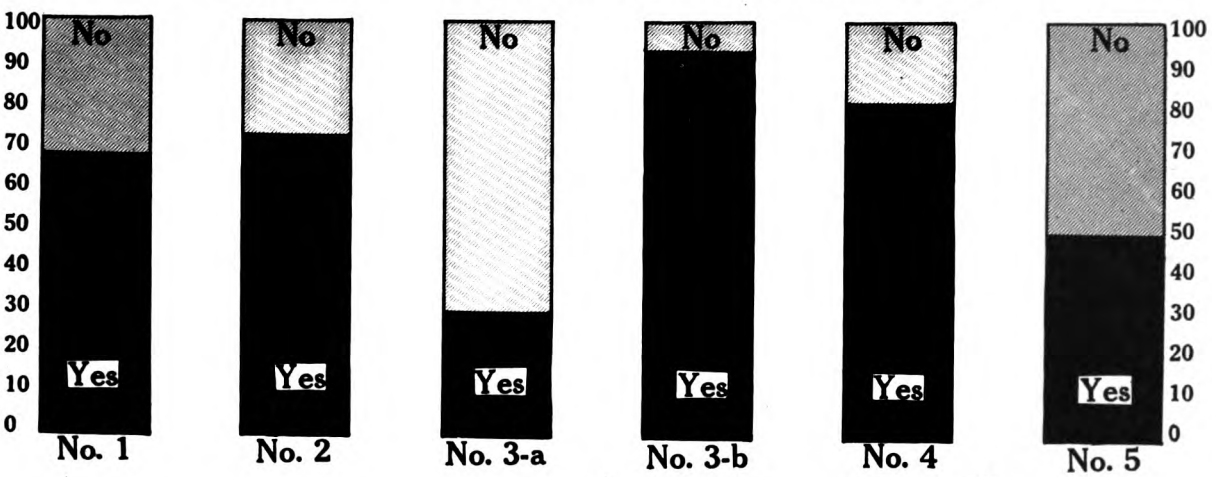
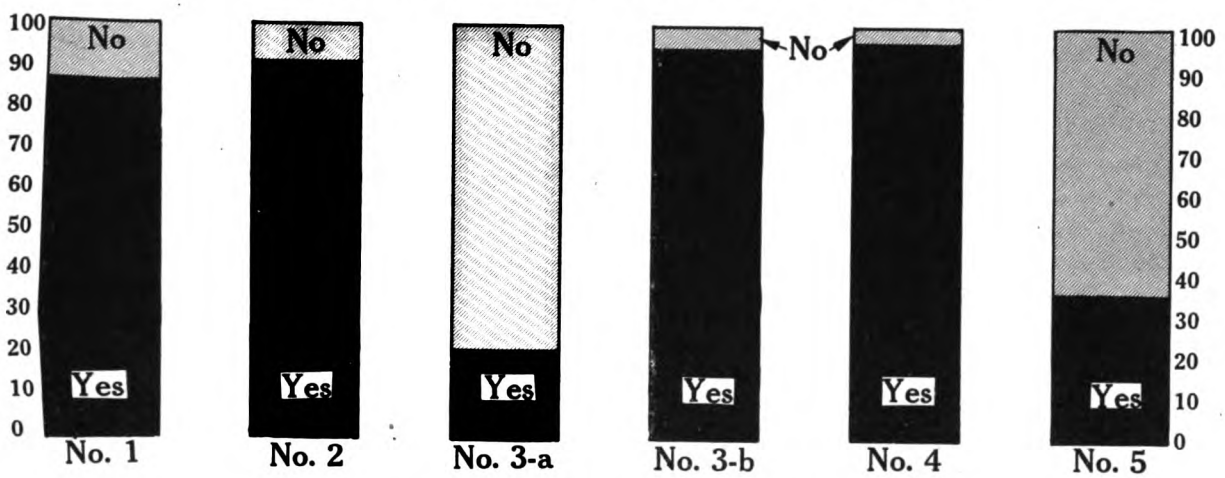
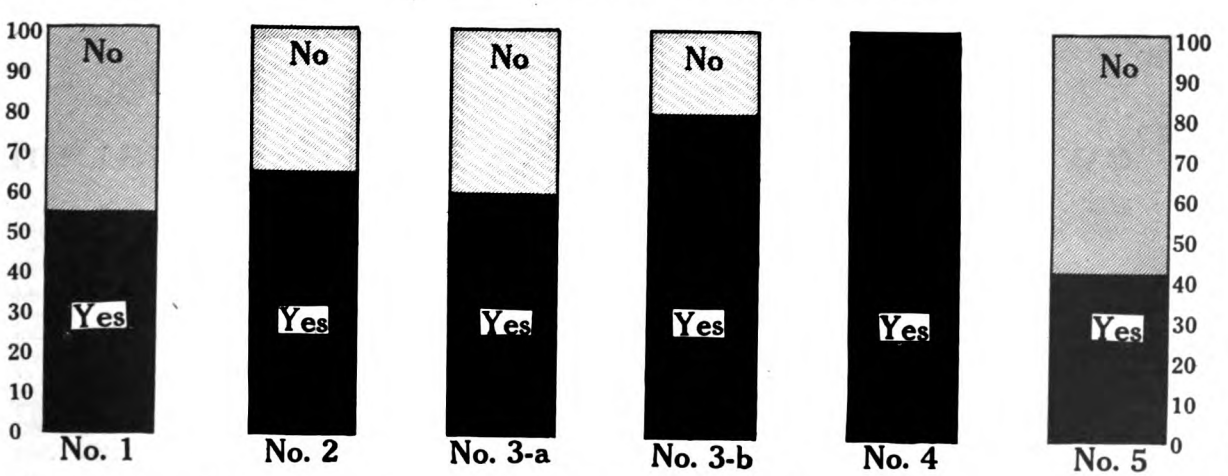
How Atlantic and Gulf States Voted



How Middle West States Voted



How Pacific Coast States Voted



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Then again, our exporters are entitled to every possible facility, such as frequency of service, ports desiring to be reached, suitability of ship for particular commodities, etc., all of which are better furnished where the foreign ship is allowed to compete on equal terms with the American ship. We have not enough American ships.

Another point to be remembered is the benefit to our competitive Canadian ports. This, in my opinion, is one of the effects that will be noticeable immediately if Section 28 is put into effect under present conditions.

We, of course, want to build up our American merchant marine but we should proceed along more substantial and more promising lines. It would help American steamship owners greatly if foreign built ships could be given American registry with ease and at low cost, and it would be of great help to American operators if the seamen's act were to be repealed. This would enable our American operators to run their ships at costs comparable with the foreign ship.

* * *

The following is from a Pacific shipowner whose name commands attention whenever heard. He requests us not to use his name. He reflects a Pacific opinion contrary to that generally heard.

We are in favor of the application of Section 28 as a legitimate and much needed means of assisting American shippers. This practice of preferential rail rates was of great assistance in building up the strong merchant marine that Germany had before the war. There is much talk of retaliation should Section 28 be applied, but as a matter of fact we have had this retaliation in advance—for example, there is a 30 per cent preferential duty on American goods imported into Australia, provided those goods are shipped via a Canadian railway and exported via a Canadian port. Instances such as this could be multiplied.

There is much talk to the effect that foreigners control our foreign trade—that is, they buy our goods f.o.b. American factory and control the routing; in the same way they sell us our imports c.i.f. delivered at the factory. This is in a measure true and is indeed a sad commentary on American manufacturers, exporters, importers, chambers of commerce, etc. The object of this method is to control the routing for their respective foreign flags. If our merchants, exporters and importers would adopt the same practice of selling their goods c.i.f. and buying their goods f.o.b., it would take the place of a substantial subsidy to our merchant marine.

There is ample American tonnage on the Pacific coast to handle all of the traffic, both import and export, that is affected by application of Section 28. There is probably not more than 10 per cent of the volume of cargo going out of the Pacific coast that is under through bills of lading under preferential export rates. The other 90 per cent of the cargo originates locally or is handled under domestic rates where Section 28 would not apply. We can very easily take the small quantities of overland cargo that is affected by our American steamers and transfer to the foreign steamers an equal amount of local cargo that is not affected by Section 28.

Again, the commodities imported from the Orient do not originate on the Pacific coast or domestically; consequently the import rates are no less than the domestic rates. I refer to such commodities as raw silk, crude rubber, pig tin, tea matting, bamboo, rattans, etc.; consequently application of Section 28 would not affect the carriage of this cargo by foreign steamers.

There is much argument that application of Section 28 would force our traffic by the Canadian Pacific and the port of Vancouver. If this is so, it seems very strange that the British Columbia Shipping federation and other interests in Canada are opposing the application of Section 28. The whole thing is a tempest in a teapot. There is only one way in which I believe our Pacific would be affected. It might force more traffic via the Atlantic seaboard and Panama canal, reducing the quantity that comes to the Pacific coast for export. The only other bad feature of the application of Section 28 is the offense it might give to foreigners. America is, of course, noted for her consideration of the feeling of foreign nations. We never have the nerve to do anything that any foreign country might consider opposed to its interests; but are we to continue deferring to foreign views and foreign interests and sacrificing our own selfish interests in the way of foreign trade and an American merchant marine?

A Few Replies to Question 6 on Retaliations

No retaliatory measures could be any more damaging than the consistent discrimination against American ships. Brooklyn, N. Y.

Section 28 is one of the best laws for our shipping and should be given a thorough try out. Dorr, Mich.

The whole thing is wrong in principle as well as impracticable from a railroad standpoint. Galveston, Tex.

No foreign country having shipping relations with this United States could afford to promulgate any stable measures to counteract this section. New York.

It could not be any worse than existing conditions, therefore, Section 28 would work an improvement. Brooklyn, N. Y.

Retaliation through customs discriminations. Newport News, Va.

Foreign shipping interests go as far as they can now in discriminations to favor their own ships and very properly so. New York.

Think it most unfair legislation and confident foreign owners will retaliate. Baltimore.

Foreigners will send their ships to Canadian ports. Bangor, Me.

No retaliation damaging, if Americans will patronize American ships. Boston

We will be hurt through foreign countries making higher import rates, port and other charges, purchasing in other markets and changing to Canadian ports. New Orleans

As American vessels can not compete with foreigners without assistance, let it be in form of subsidy or nothing. If subsidy impossible, sell the vessels to best advantage. Pensacola, Fla.

Probably the most damaging retaliatory measure would be the imposition of increased duties on American products to equalize or exceed the differential. Seattle.

Canada will handle transcontinental rail movements. Portland, Oreg.

Foreigners can not take away much more business than they already have and still leave any cargo for American ships. Seattle.

When congress gives American shipping a real chance and when American money really wants to establish a marine, we will have one and not until then. Fool laws never will. Tacoma, Wash.

We have always used American ships on account of better services and no discrimination exercised in delivery of goods in foreign ports. Seattle.

Operators may thus reduce expenses and the government its losses. Portland, Oreg.

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By J. E. Dockendorff, President, Black Diamond Steamship Corp., New York

Attempts at retaliatory steps by foreign lines will not prevent the effectiveness of Section 28 if put in operation, for the establishment of an American merchant marine, privately owned. Its enforcement does not entail cost to either railroads or American shippers using American boats.

* * *

By James Arkell, President, Charles Hill & Sons, Inc., New York

I represent ships carrying the British flag, so my opinion will doubtless be considered prejudiced and biased, and possibly it is, but nevertheless, I try to look at the proposed new law with unbiased eyes, and my opinion is as follows: In the first place, the consignee who buys a shipment of whatever product it is from this side should have something to say about the flag carrying his cargo, as the consignee pays the freight, but evidently people on this side overlook this fact, and I simply wish to point this out to you as a condition that evidently no one out here considers.

If the American flag ships on the ocean can not live without preferential rates made in their behalf they should go out of business. In other words, they have the same chance as foreign flag ships, and why this country should make a preferential law in favor of American flag ships is beyond my comprehension. If such a law is carried out it will certainly bring retaliation from foreign countries, and I can not see any other result from it.

* * *

From J. R. Cordero, secretary, K. H. Butler & Co., Inc. Exporters-Importers, New York

If it is to be expected that American merchants shall obtain the portion of the part of trade to which they are entitled in foreign markets, adjustments should be made, not only as regards rates for shipping but also as regards banking and other facilities, so as to put us on the same basis to compete with countries better organized to dispose of their surplus abroad.

What English Think of Section 28

By Our European Manager

London, April 5. (special dispatch)—British maritime circles are considerably exercised over the proposal to give preferential railroad freight rates in the United States on exports sent abroad in American vessels. The opposition which has developed in the United States to this proposal is being magnified to the utmost and nothing whatever has been published in Great Britain indicating that there is any favorable sentiment toward the suggestion, the British shipowner being led to believe that it is merely an arbitrary action on the part of a bureaucratic government department. Vague threats of reprisals are voiced.

"The irony of the situation," says the London *Times* "lies in the fact that American business men took a prominent part at the congress held last year under the auspices of the International Chamber of Commerce in protesting against discrimination in favor of national shipping. In the interests of international trade the American shipping board's proposal seems regrettable, because, if persisted in, it can hardly fail to lead to retaliation on the part of other nations, and grave complications will be introduced in commerce. However much shipping managers may regret this prospect, they may reflect that such preferential treatment could not indefinitely be one-sided, and that they might gain compensating advantages.

"The Imperial economic conference while reasserting the adherence of the British nations to the principle of equality of treatment for the shipping of all nations at all ports of the world, provided for consultation between the governments of the Empire should the need for it arise, owing to discrimination, 'open or disguised,' on the part of other countries. A curious situation would be created if all the British nations felt compelled to follow the example of the United States and grant preferential railway rates for British shipping, while it is clear from the messages from Washington that the interest of other nations in the scheme is at least as close as that of England. The business men who participated in the discussions of the International Chamber of Commerce foresaw something of the conditions that would be produced as inevitable results of the carriage of the American scheme to its logical conclusion. These would, in fact, be the negation of real international trade. Shipowners would find some compensation in the development of commerce between those lands where there are no such restrictions, while merchants would not find it so easy to change their trade, but would encounter serious difficulties in the conduct of their business with the inevitable effects on the volume."

British Rail Rates Elastic

Other comment is in a similar vein. The virtues of the British system of treating all shippers and all exporters and importers alike, regardless of nationality, are again being paraded. Nothing is said of the fact that preferential rates are already granted by British railroads, in effect, if not in name. This results from the fact that the railroad rates in Great Britain are not uniform. British railroads give special rebates to favored shippers and even quote special rates on certain occasions. None of these practices are forbidden by law, as in America. Although the published tariffs would indicate that uniform rates prevail, the fact is that big companies which control large amounts of traffic are able to obtain special favors from the railroads, which come to the same thing as preferential export rates. Similar practices exist on the Continent. The strict uniformity and impartiality with which railroad rates are applied in the United States has no counterpart in Europe.

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Electric driven tanker J. H. SENIOR on trial trip off port of Baltimore

Build Diesel-Electric Driven Tanker

BY A. H. JANSSON

THE merchant marine of any nation is naturally divided into two broad classifications: First, those vessels which serve its domestic trade; second, the vessels which serve its own overseas and foreign trade and as common carriers wherever they are needed for purposes of trade and communication. Geographical location, navigability of harbors, rivers and lakes, extent of territory and population, industrial development, and natural resources, have a direct and important influence in the need for vessels in both classifications of the merchant marine of any nation.

America alone of all the great maritime nations is so situated that the rapid growth of a merchant marine in both classifications is not only favored by natural conditions, but vitally necessary to her continued prosperity, progress and national security. Whatever the immediate future of this country may be with regard to its position in carrying its own foreign trade, the fact remains that with the present great scope of domestic enterprises and the potential value of resources yet undeveloped, a steady growth and expansion of all kinds of floating equipment to move these products efficiently and economically on the inland waters, rivers, harbors, along the coasts and between the east and west coasts, may be looked forward to with confidence.

Growth of Oil Trade

Distribution of petroleum products in bulk by water routes has grown to tremendous proportions both in overseas and domestic trade. A fleet of 48 tankers of 544,000 deadweight tons owned and operated by the Standard Oil Co. of New Jersey, was used during 1923 in the transportation of crude oil from California, Mexico and Gulf ports to the Atlantic seaboard refineries. With ships belonging to subsidiary companies, included, the fleet aggregated 897,000 tons and adding to this, chartered ships, the tonnage was 1,100,000, the largest privately owned fleet flying the American flag and approximately one-seventh of the entire world's tanker tonnage. Replacements for and additions to such a fleet and the fleets of others engaged in the same business will, in its total, amount to a considerable shipbuilding program.

This extensive activity of the oil industry in transportation is also of great help in the advancement of naval architecture and engineering as applied to commercial crafts of all types.

The marine departments of such companies are entrusted with the important responsibility of meeting all problems of transportation by water in the most efficient manner possible from every point of view, and they are, therefore, receptive to new departures of merit, and funds are available for converting such ideas into practical form.

The self-propelled barge J. H. SENIOR recently completed for the Standard Oil Co. of New Jersey, described and illustrated in this article, deserves the widest interest on the part of all marine men as a concrete, practical example of advanced engineering principles. If the present and immediate future solution of engineering problems involved in building the fleet necessary to carry our domestic trade, lies as many enterprising engineers think in the increased use of the oil engine and electrical power, the pioneering work done in building two oil engined electric barges by the Standard Oil Co. of California, the two similarly powered vessels for the run from Duluth to New York for the McDougall Terminal Warehouse Co. and the J. H. SENIOR for the Standard Oil Co. of New Jersey is of the greatest value to all those faced with the work of evolving particularly suitable, dependable and efficient types for such service.

It is clear that the lessons learned from the results obtained in the operation of these vessels will help to create that sense of confidence so essential before much impetus can be hoped for in the adoption of comparatively new methods and consequently these companies deserve credit for their courage and enterprise.

Description of Vessel

The J. H. SENIOR, illustrated in the accompanying photographs is in every respect a miniature tanker, propelled by a single screw driven by one electric motor, the current for which is generated by two oil engines direct-connected to generators. All of the essential particulars for both hull, motive power and auxiliaries will be found grouped together for convenience of reference in the accompanying table. This vessel was especially designed for service on Chesapeake bay and its tributaries and she will be used for carrying gasoline and refined petroleum products in bulk from the refineries to local centers of distribution such as Richmond on the James river and Washington on

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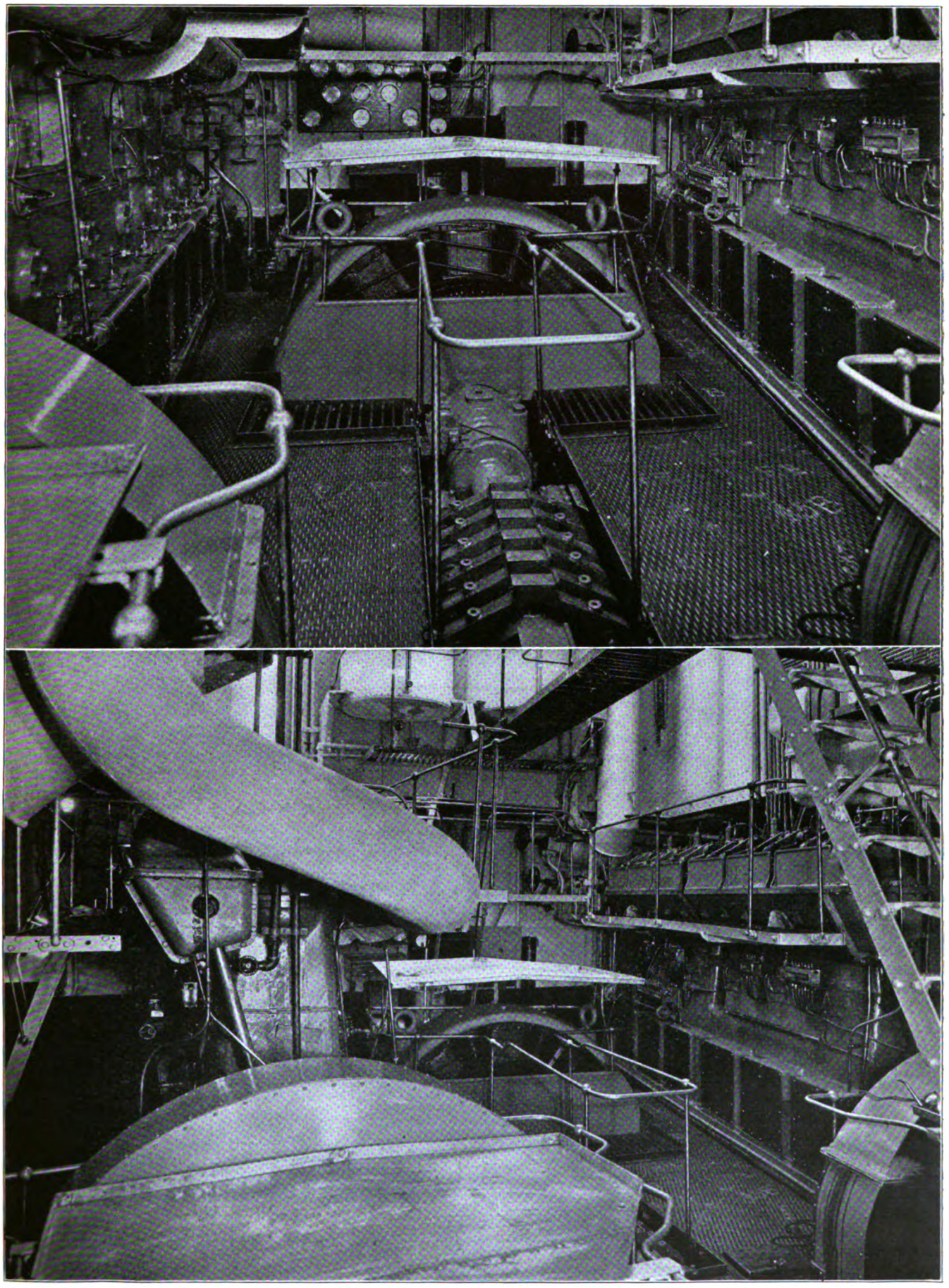

IN THE ENGINE ROOM OF THE NEW ELECTRIC DRIVEN TANKER. ABOVE, LOOKING FORWARD SHOWING WESTINGHOUSE MOTOR IN CENTER WITH OIL ENGINES ON EACH SIDE. BELOW, OIL ENGINES, GENERATORS AND EXCITER

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the Potomac. In a service of this sort, in shallow restricted waters and tortuous channels, ease and flexibility in maneuvering is of primary importance. This characteristic is fully attained by the use of electric drive.

Care in Hull Construction

Owing to the penetrating nature of light oils, it is essential that the structural work throughout should be of the highest quality to meet the requirement of oil tightness. No packing was allowed at joints and first class workmanship resulting in metal to metal contact was insisted upon in the construction. The structural design was so worked out that the riveting and caulking could be done most effectively. Oil tight bulkheads are all fitted with double boundary angles, with the rivet holes in these angles punched small and reamed to size in place, to obtain fair holes. A rivet spacing of 3.6 diameters generally was used. The rivets have countersunk heads and swell necks. Seams and laps of all bulkhead plating are double riveted.

The vessel is of the flush deck type with only one deck. Steel bulkwarks are fitted at the ends and open rails amidships. Propelling machinery and auxiliaries are located in the after end in one compartment. A pump room for the cargo oil pumps is located in a watertight compartment between the engine room and the cargo tanks and in each wing of this compartment, oil engine fuel tanks are located. There is also the usual fore peak and aft peak bulkheads. Every requirement of the United States steamboat inspection service is fully met. The manner of housing the anchors, of the stockless type, is unique, as they are completely withdrawn into especially designed hawse pipes so that there is no protuberance beyond the side of the vessel which is a desirable feature for a ship operating in restricted waterways. Quick handling is aided by a rudder of the balanced type.

Cargo space in this vessel lies between the forward bulkhead and the bulkhead bounding the forward side of the pump room compartment. This space is divided into 10 separate compartments by means of longitudinal bulkheads on the center line and a number of transverse bulkheads. Six of these compartments from 26 to 28 feet in length and of a total capacity of about 386,000 gallons are intended for refined oil and four from 18 to 20 feet in length and of a total capacity of 176,000 gallons, for gasoline. A cofferdam 3 feet 6 inches wide separates the refined oil from the gasoline, to obviate any possibility of the seepage of one product into the space reserved for the other. The compartments for refined oil are located forward of this cofferdam while the compartments for gasoline are located aft. Expansion is allowed for by trunks fitted above deck and arranged to accommodate each compartment. Hatches for access to each tank are located on the top of these expansion tanks and they are fitted with covers that may be battered down oil tight.

No steam whatsoever for any purpose is used upon this vessel. Quarters are heated by electric heaters. Cooking is done by electricity on an Edison Electric Appliance Co.'s range installed in the galley. Well-arranged comfortable quarters are provided in the deck house for a crew of 10 men. The captain, chief engineer, mate and assistant engineer have separate staterooms. Other accommodations are an office for the captain, a spare stateroom and a large mess room which also serves as a lounging room, and three separate toilets with shower bath for deck officers, engineers and crew respectively. There is also a refrigerating plant and cold storage room for ships' provisions.

Though the hull and accommodations represent the best modern practice in every detail for this type of vessel, the main feature of interest lies in the method of her propulsion. A summary of the motive power and auxiliaries is given in the accompanying table. It is the intention here to describe in general the method used and then to touch upon certain details.

Propulsion Equipment

The engine room is located in the after end. Two McIntosh & Seymour oil engines of stationary type, direct-connected to Westinghouse direct current generators with exciters on the generator shaft extended, are ranged one on each side, fore and aft, and at a slight angle to the center line. A Westinghouse single armature direct current, self-ventilated motor is located on the center line between the two oil engines and approximately abreast the middle point of their length. This motor is direct-connected to the propeller shaft through a short line shafting and thrust shaft of the horseshoe type. The main switchboard is located athwartship at the after end of the engine room. The auxiliary generating set, motor driven air compressors and electric driven pumps are located in the spaces between each main engine and the sides of the ship. When orders have been received to stand by the main engines are started. They automatically maintain a constant speed for all loads.

The pilot house and bridge are located in a raised structure about one-quarter of the length of the vessel from the bow. Once the main engines are running, the operator on the bridge has complete control over the propeller motor. He can go ahead, reverse, stop or vary his speed to suit the immediate needs of the situation as he sees it from the bridge, without any signal to the engine room, merely by moving a hand wheel on a controller box in the pilot house. An electric driven steering gear is operated at will by electric control from the bridge by merely moving a handle on the steering gear standard to left or right. The operator can maintain the rudder at any helm or bring it back to zero helm or vary the helm instantaneously at will to suit the need. The above is the manner in which this vessel was operated without the slightest trouble of any sort at Baltimore on her demonstration trials.

Design of Main Engine

The two main engines were built by the McIntosh & Seymour Corp., Auburn, N. Y., and are of the usual standard heavy duty, trunk piston, slow speed, 4-cycle type, each rated at 350 brake housepower at 275 revolutions per minute, with six cylinders of 13-inch bore and 18-inch stroke. All parts of these engines are carefully designed and the workmanship and material is of the highest quality.

These engines use injection air for atomization. Fuel economy and heat conditions in the cylinders depend on the effectiveness of atomization. Thorough atomization is accomplished by means of the ingenious design and arrangement of the atomizer and fuel valve. Each cylinder has a separate fuel pump. Plungers for all fuel pumps are driven from one eccentric controlled by the governor which automatically maintains the correct stroke to deliver to each cylinder the exact amount of oil necessary to carry the load of the engines. The governor is controlled by the centrifugal force of weights, balanced at rated speeds by springs, so that as the speed increases the weights move out enough to reduce the amount of oil pumped to the exact quantity necessary to carry the load. In a similar manner, if the load increases and as the engine tends to slow down, the weights move in and the amount of fuel oil pumped is increased to the

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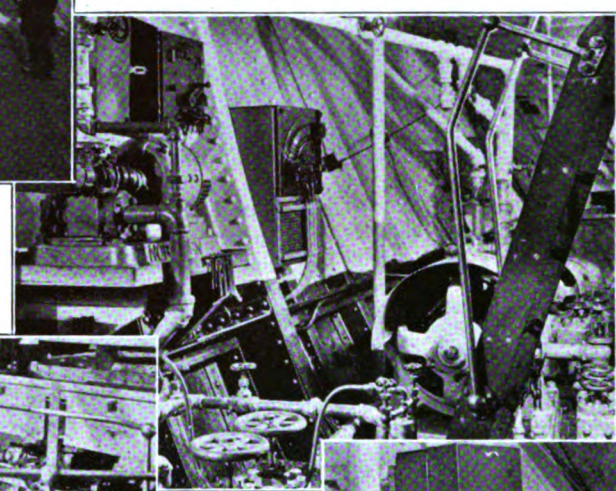
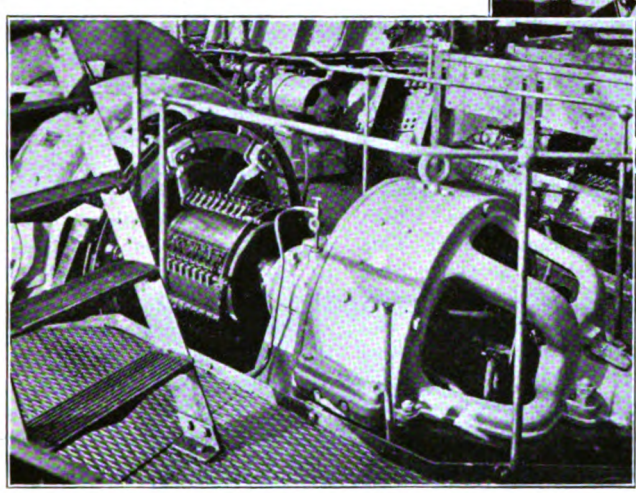
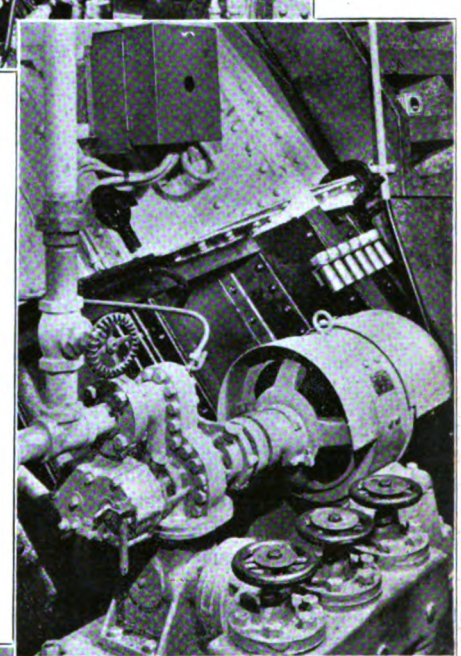
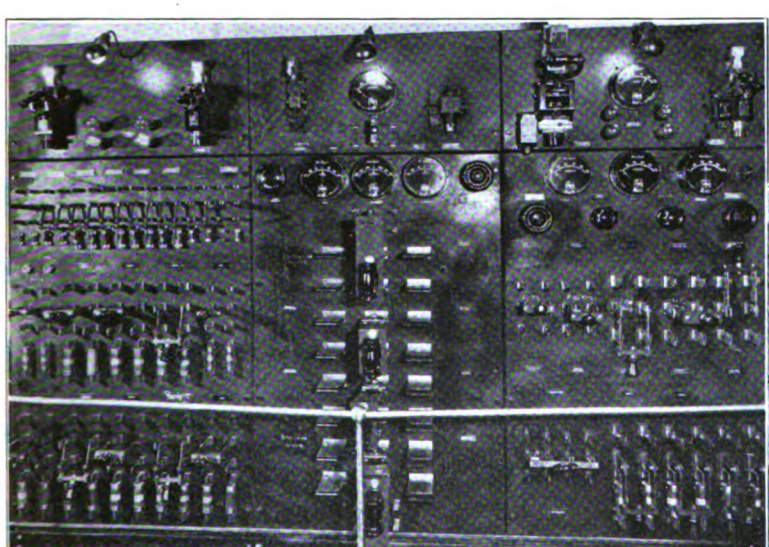
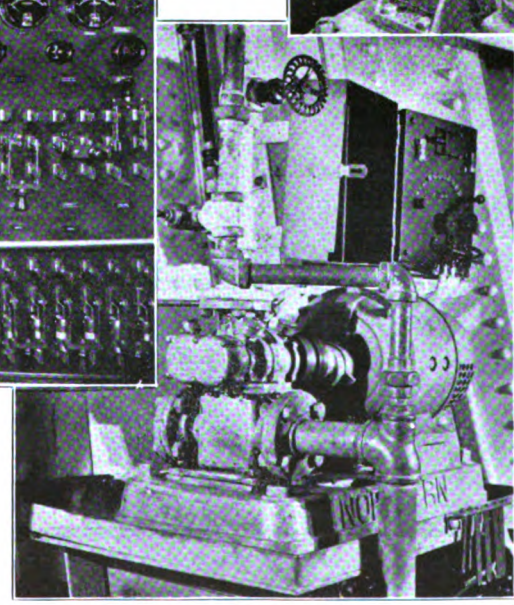
Views of electric tanker. Left, looking forward on deck. Below, electric driven geared pump and below at left, generator and exciter on starboard engine











Above, switchboard in engine room of electric driven tanker. At right, electric driven geared pump and above, electric driven auxiliaries.

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exact amount which is required.

Lubrication is of the utmost importance in oil engines. The pistons must be lubricated without any excess of oil. In these engines, a force feed lubricator supplies oil by means of individual plungers to the main piston through the cylinder walls at two places 180 degrees apart and to the main piston pins and to the compressor cylinders. The main bearings and the crank pins are lubricated by gravity pressure from gang oilers. Hand lubrication is provided for the valve levers insuring regular periods for inspection of these parts by the operator. The base of the engine has a closed bottom in which the oil fed to the working parts is caught, then flowing to a sump tank and returned by means of a plunger pump to a filter where it is settled and filtered.

Layout of Electrical Equipment

Each oil engine is direct-connected to a Westinghouse direct current single armature generator, of 185 kilowatts at 275 revolutions per minute. A 35 kilowatt exciter is pressed on an extension of each main generator shaft. These generators supply the power to drive a single armature motor of 450 horsepower at 100 revolutions per minute which is direct-connected to the single screw of the vessel. Both the generators and the motor are shunt machines and are separately excited, the excitation being supplied by the two direct-connected 35 kilowatt exciters.

The control consists of a panel board mounted in the engine room and two separate control stations, one being located in the engine room and one in the pilot house. The motor field is always kept at a constant strength but the main generator field current is varied by means of a reversing rheostat operated by the control wheel in either the pilot house or the engine room. Thus, by controlling the field current to the main generators it is possible to control the current supplied to the motor and to vary its speed and run it forward or backward at will.

The panel board in the engine room contains all safety devices, overload relays, etc., as well as the various knife switches for connecting up the generators and exciters to the motor. One of the exciters is sufficiently large to supply all the excitation load while the other is used for the auxiliary lighting load while at sea. An overload contactor is placed in the main motor circuit to protect the motor against extreme overloads. When this contactor goes out, a signal light in the pilot house changes from green to red and the pilot can automatically reset it by moving his control handle toward "zero" until the motor and generator voltages are equal, when the relays will close the contactor electrically, no action on the part of the ship's engineer being necessary.

As the main engines operate at constant speed for all loads, variations in the power applied to the propeller shaft, that is power through the motor, is accomplished by varying the strength of the main generator field by a system known as the Ward-Leonard. In order to vary the field current to the main generator, it is necessary to change the position of the generator field leads on the reversing rheostat. This change of the generator field leads, varying the generator field from full strength in one direction, through and up to full strength in the opposite direction, is accomplished by using a cam operated drum type of controller somewhat similar to a street car controller. The various set ups in this controller are made by contacts opened and closed by cams which are mounted on a common shaft. This cam shaft is turned by a worm gear which meshes into a worm. The worm is keyed to a shaft at the end of which is attached a hand wheel (much like an automobile steering wheel) at the front of the controller. Since it takes several revolutions of the worm (and the hand wheel) to make one set up change in the controller a time interval is introduced, thus preventing too rapid reversal of the main motor, which would seriously overload it.

Why Electric Drive Was Chosen

The reasons for adopting electric propulsion instead of direct-connected oil engines for this vessel are obvious. Flexibility and directness of control in operation are of predominating importance in the service intended on restricted inland waters where the runs are short and a great deal of maneuvering is necessary. First cost of the motive power will, of course, be greater, partly offset by additional expense in the direct drive of structural work and installation for twin screws and the fact that power for auxiliaries are taken from the main engines in the case of the electric drive. Fuel costs, it would seem, may be somewhat greater for the electric drive than for a twin screw direct-connected oil engine drive.

As no performance data is available for the J. H. Senior and for a similar vessel with oil engine drive, the following calculations are given in order to obtain an idea of what the difference in fuel consumption would be between the two modes of propulsion. For this purpose full load conditions are assumed, and that the full rated horsepower of the motor is necessary for a speed of 8½ knots. Only the power required for propulsion is taken into account. The electrical conversion losses are quite definite and may be put down as follows:

	Per cent
Efficiency of generator	93
Efficiency of motor	91
Combined efficiency of electrical units	84.63

The respective propulsive efficiencies of the two modes of propulsion, on account of the difference in propeller efficiency, which will surely obtain for equally skillful design, where in one case one propeller absorbs the entire shaft horsepower at comparatively low revolutions per minute and in the other case where each of two propellers absorbs one-half of the total shaft horsepower at much higher revolutions per minute, are much more indefinite. Admitting, however, that there is a gain in propulsive efficiency in the case of the single slow moving propeller, a lower and upper limit of such difference may be taken and the corresponding difference in engine horsepower, and consequently in fuel consumption, may be calculated.

E. H. P.=effective horsepower.

Let 0.5=propulsive efficiency of vessel with electric drive where single low speed propeller is used.

450=shaft horsepower for vessel with electric drive.

Then E. H. P.=450 x 0.5=225 which whatever it actually is must be the same whether electric or direct drive, where dimensions, shape and displacement are the same, for equal speed.

Taking into account the electrical losses noted above:

$$\frac{450}{84.63} = 531.7 \text{ brake horsepower}$$

required in both oil engines when electric drive is used. Now assuming a loss of 10 per cent in propulsive efficiency if twin screw direct drive is used and since the effective horsepower must be the same

$$\text{The S. H. P.} = \frac{225}{0.45} = 500.$$

that is, the total power required in the two oil engines when direct driven.

$$\text{Then } \frac{31.7}{500} = 6.3 \text{ per cent more power}$$

and consequently fuel would be needed for the electric drive than for the

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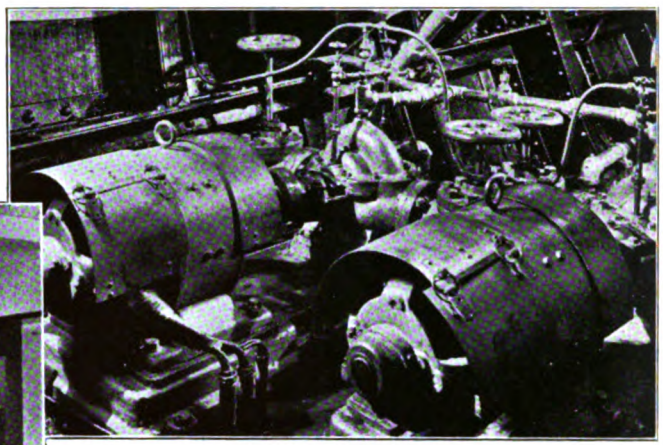
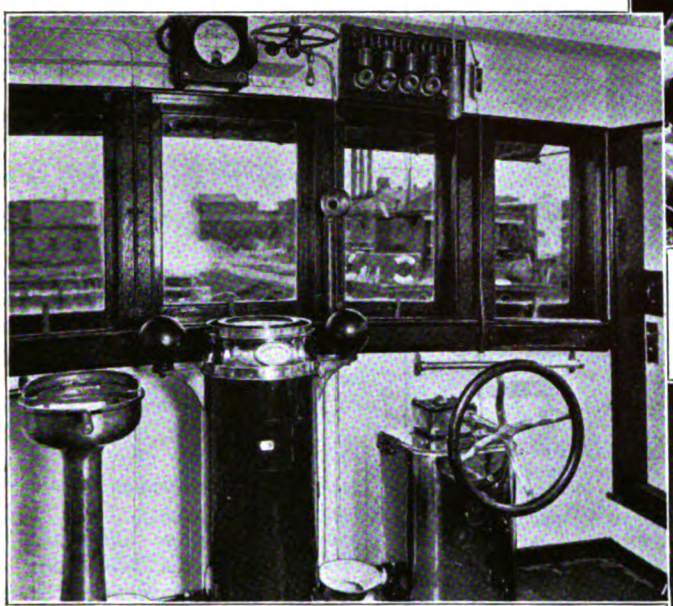
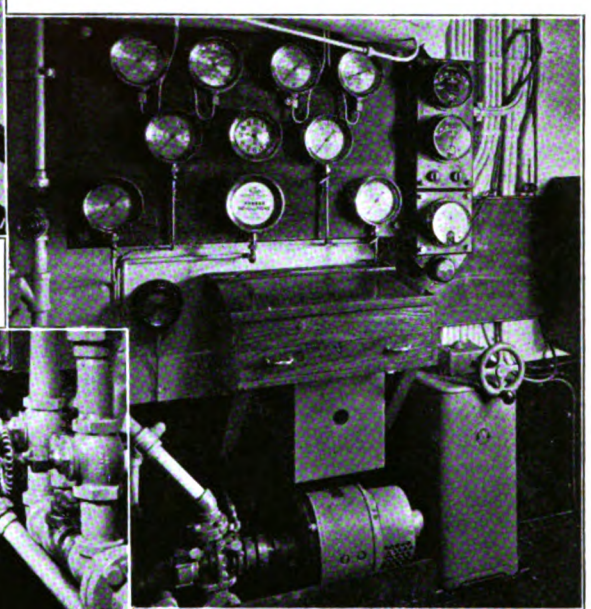
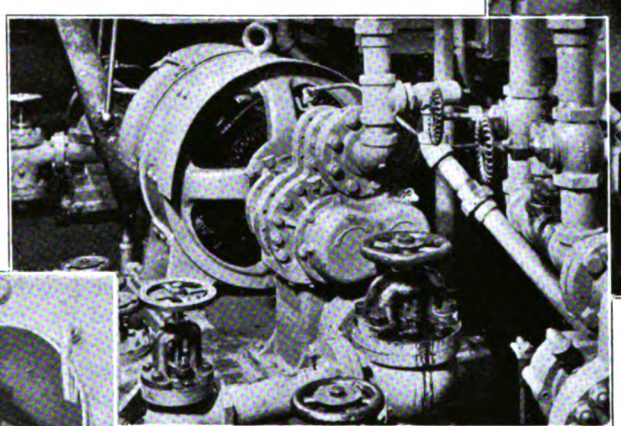
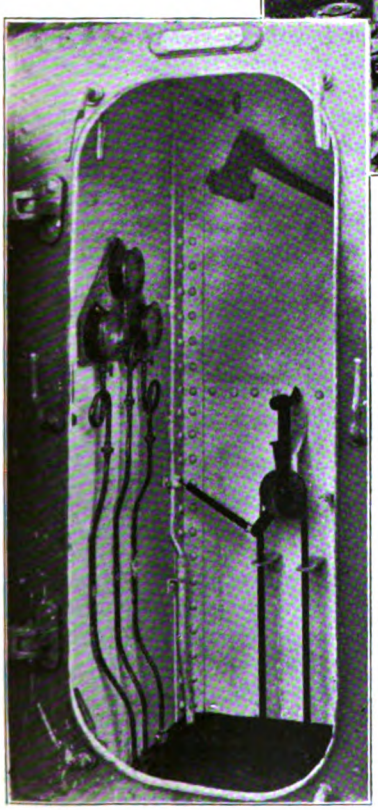
Below, steering gear standard, compass and bridge control. At right, electric driven pumps with engine room control and gage board beneath











Above, electric driven geared pump. At left, entrance to cargo pump room and at right, view looking aft on deck of new tanker.

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Complete Details of Electric Driven Barge

HULL PARTICULARS

Name of Vessel	J. H. Senior
Owner	Standard Oil Co. of New Jersey
Builder	Newport News Shipbuilding & Drydock Co.
Launched	Jan. 5, 1924
Completed	Feb. 22, 1924
Length overall, feet, inches	220 2
Length between perpendiculars, feet, inches	210 0
Breadth, molded, feet, inches	38 0
Depth, molded, feet, inches	16 6
Draft load ext. in salt water, feet, inches	13 0
Displacement loaded in salt water, tons	2335
Displacement light in salt water tons	735
Deadweight loaded in salt water tons	1600
Cargo oil capacity, barrels of 50 gallons	11,496
Bunker fuel oil, barrels of 50 gallons	150
Speed, knots	8¼
Propeller	Solid 4 blades
Revolutions Per Minute	160
Diameter, feet, inches	10 0
Pitch, feet inches	10 0
Developed Area, square feet	32.4
Windlass	Electric motor driven 10 horsepower Allan Cunningham
Capstan	Electric motor driven 10 horsepower Allan Cunningham
Steering Gear	Electric motor driven 5 horsepower Allan Cunningham
Refrigerating machinery	Brunswick-Kroeschel ¼ ton electric motor driven

PROPULSIVE POWER

Main Engines

Name of Builder ..... McIntosh & Seymour

Number, two 6-cylinder, each 350 brake horsepower, 275 revolutions per minutes, 4 cycle, nonreversible diesel engines, each direct connected to a Westinghouse 185 kilowatt, 115 volt direct current generator, with attached 35 kilowatt, 115 volt exciter. One 1½-cubic foot injection air and one 10-cubic foot starting air bottles are supplied with each engine. Both tanks are charged with air at 1100 pounds per square inch.

One 1½-cubic foot injection air and one 10-cubic foot starting air bottles are supplied with each main engine. Both tanks are charged with air at 1100 pounds per square inch.

Diameter of cylinders, inches 13

Stroke, inches 18

Motor, 450 standard horsepower, 100 revolutions per minute, Westinghouse direct current, 230-volt, single armature, direct connected to the propeller shaft.

Auxiliaries on Board

1—Winton 8 brake horsepower, gasoline, 4-cycle marine engine, direct-connected to a Winton single cylinder, 2-stage air compressor, 22-cubic foot displacement, 600 revolutions per minute.

1—Auxiliary generating set, Fairbanks Morse engine, 3-cylinder, 2-cycle, 45-horsepower at 400 revolutions per minute, direct connected to a 30-kilowatt, 125-volt Fairbanks Morse, direct current generator, and provided with an emergency hand air starting system.

1—Fuel oil transfer pump, Northern Pump Co., 2-inch suction x 1½-inch discharge, rotary, 20 gallons per minute at 100 pounds and 1150 revolutions per minute, direct connected to a Westinghouse 2-horsepower, 115-volt, compound-wound motor.

2—Circulating water pump, De Laval 3-inch suction x 3-inch discharge, centrifugal, 250 gallons per minute at 45-foot head and 1700 revolutions per minute, direct-connected to a Westinghouse 5-horsepower, 115-volt compound-wound motor.

1—Fire and general service pump, Northern Pump Co., 4-inch suction x 3-inch discharge rotary, 250 gallons per minute at 100 pounds, direct connected to a Westinghouse 20 to 23-horsepower, 115-volt, 550 to 800 revolutions per minute, shunt-wound motor.

1—Independent bilge pump, Northern Pump Co., 2½-inch suction x 2-inch discharge rotary, 60 gallons per minute at 75 pounds and 1150 revolutions per minute, direct-connected to a 5-horsepower, 115-volt compound motor of Westinghouse make.

3—Cargo oil pumps, Northern Pump Co., 8-inch suction x 6-inch discharge rotary, 385 gallons per minute at 100 pounds and 300-426 revolutions per minute connected by gearing and shafting through an oil-tight stuffing box in the engine room bulkhead to Westinghouse 35-horsepower, 115-volt, 800-1150 revolutions per minute compound wound motors in the engine room.

1—Independent sanitary pump, Northern Pump Co., 2-inch suction x 1½-inch discharge, rotary 20 gallons per minute at 100 pounds and 1150 revolutions, direct-connected to a Westinghouse 2-horsepower, 115-volt, compound-wound motor.

1—Lubricating oil purifier, De Laval, with electric motor.

direct, all other conditions being the same.

Assuming a loss of only 5 per cent in propulsive efficiency of the direct drive over the electric drive.

The $S.H.P. = \frac{225}{0.475} = 473.7$, that is, the total power required in the two oil engines when direct driven.

Then $531.1 - 473.7 = 58$

And $\frac{58}{473.7} = 12.2$ per cent more power and consequently fuel would be needed for the electric drive than for the direct drive, all other conditions being the same.

Using the above calculations as a guide, considering only the main motive power necessary, the conclusion may be drawn that the electric drive will require not less than 6 per cent and not more than 12 per cent additional fuel for propulsion over that for twin screw, direct-connected oil engine drive.

Other considerations, however, enter in, which are favorable to the electric drive as fitted on the J. H. Senior. No large independent auxiliary generating sets for furnishing current to drive all the auxiliary machinery is necessary as such current is supplied by the main generators. This will undoubtedly lessen the fuel cost for auxiliary power over that for the direct drive. The main engines, running at constant speed, ought to show a somewhat better fuel efficiency than in the case of the direct-connected engines where maneuvering means a constantly fluctuating speed. So, it may be, that a period of practical operation will show this electric driven vessel in over all fuel economy, equal to, or even better than the direct drive, for this particular service.

Power Plant Lubrication

The Tidewater Oil Sales Corp., 11 Broadway, New York, has recently issued an interesting and well prepared book on *Power Plant Lubrication*. This book will be distributed free on application to all engineers interested in the subject of lubrication. The discussion of the operation of various mechanisms has been reduced to a minimum, still keeping enough description to make clear the differences in the needs of lubrication for all types of power plant equipment. The book also contains a complete alphabetical index which will aid the reader in locating readily the subjects in which he is particularly interested.

This book represents a compilation of modern practice in power plant lubrication and will be decidedly useful to all engineers for reference and instruction in practical lubrication. The book has 59 pages. Friction and lubrication is touched upon in a general way and also the types of lubricants and tests by which lubricants are defined. Different types of lubrication such as that for bearings, steam engines, turbines, diesel engines, generators and motors and auxiliary equipment is covered in order. A short history of the Tidewater Oil Co. is also inclined.

In every way this book is a distinct addition to the literature of lubrication and it will be of value to operating engineers as a practical book thoroughly prepared whether such engineer is in charge of a marine plant aboard ship or a stationary plant ashore.

Leviathan Repairs Low

The repairs recently made at Boston on the giant liner Leviathan, after her mishap in New York harbor, were satisfactorily completed 14 days within the scheduled time and far within the estimate and appropriation. The Leviathan arrived in Boston on Feb. 27 and three shifts of men were immediately set at work, each working eight hours. The schedule called for completion of work in 35 days, but at the end of 21 days the work was announced completed. The work was carried on under the direction of Capt. Clayton Simmers of the Charlestown navy yard. She has returned to service.

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Strikes Retard British Shipping

Unsettled Working Conditions Have Adverse Influence —Rise in Oil Prices Forces Restudy of Fuel Costs

BY H. COLE ESTEP
European Manager, Marine Review

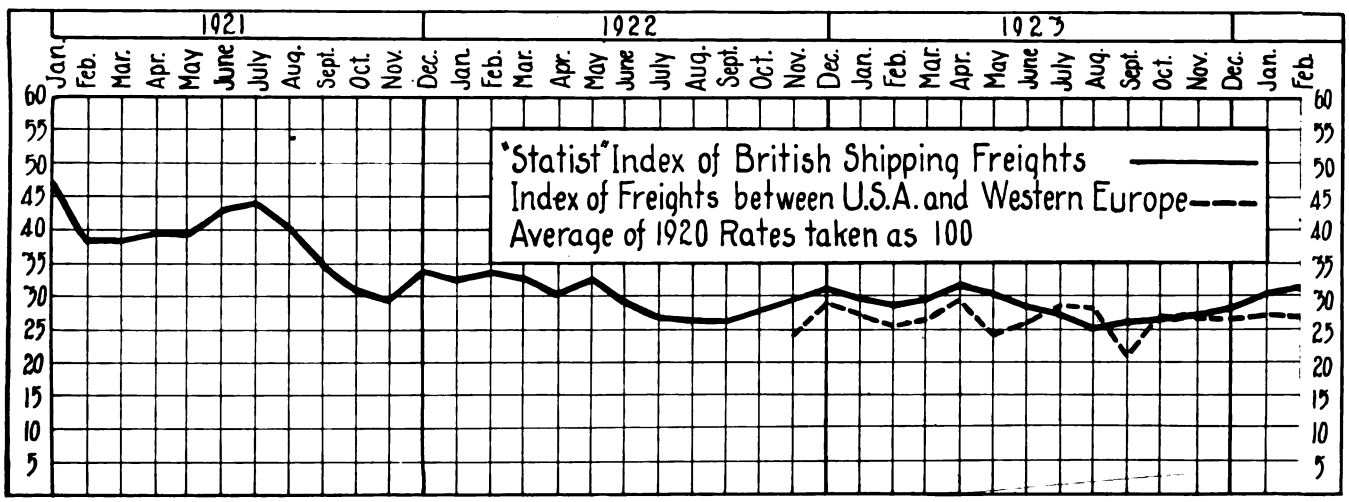
LABOR disturbances are again interfering with the orderly development of the British shipping industry. Consequently, profits during the first quarter of the year were not up to expectations and business sentiment in maritime circles is more or less depressed. The delay which is being experienced in reaching a settlement with France on the reparations question is also tending to retard the progress of all international trade.

In January there was an 8-day strike of locomotive engineers and firemen followed by a walkout of similar duration in February on the part of all the dockworkers in the United Kingdom. Both these stoppages affected the movement of shipping, particularly the dock strike. Costly delays were a feature of British shipping operations during both months and as an aftermath of the dock strike port dues throughout the United Kingdom have been increased, although continental ports only a few miles across the channel are charging lower fees and working longer hours. German dock laborers have recently been obliged to accept an increase of from eight to nine hours a day. Their wages are an average of 60 gold pfennigs or about 14 cents an hour compared with 1s 6d (32 cents) now being paid to British dock workers. Rates in Antwerp and French ports are about on a level with the scale of German wages. Shipyard machinists and allied mechanics in Southampton have been on strike for a month in defiance of their union. This strike was deliberately staged at a time when two large transatlantic liners were brought into port for annual overhaul. It is understood that the Cunard and White Star lines, which are most directly concerned, are considering having this work done in the United States where it can be prosecuted without interference. If this should be done, it would mean a loss of several thousand dollars in wages to Southampton shipyard employes and would also involve serious losses to the employers.

In addition to these strikes, past and present, the situation in the coal mining industry of Great Britain is insecure. A wage increase of around 1 shilling a day offered by the employers has been rejected by the union and there is danger of another British coal strike this spring. Naturally such an event would have a serious effect on British shipping, which depends so much on outward coal cargoes for its revenue. The newly formed labor government is almost absolutely helpless in dealing with these industrial disputes because of fear of alienating its supporters. This impotence is being taken advantage of by the union leaders who consider the present an opportune time to press claims against the employers.

These disturbances have not yet had a serious effect on the shipping situation but their influence is by no means negligible.

In January, 3650 vessels entered British ports with cargoes, followed by 3284 vessels in February, making a total for the two months of 6934 vessels compared with 6361 in the corresponding two months of 1923.


1921
1922
1923
Jan. Feb. Mar. Apr. May June July Aug. Sept. Oct. Nov. Dec.
60 55 50 45 40 35 30 25 20 15 10 5
"Statist" Index of British Shipping Freights
Index of Freights between U.S.A. and Western Europe
Average of 1920 Rates taken as 100

TREND OF BRITISH SHIPPING FREIGHTS FOR THE PAST THREE YEARS
Monthly Index Number Based on Geometrical Average of 1920 as 100 Compiled by *The Statist*, London, Shows Recent Upward Swing

The tonnage entered in January this year was 3,916,005 plus 3,458,898 tons in February, making a total for the two months of 7,374,903 tons compared with 7,001,837 tons in the like period of 1923. In January, 5152 vessels cleared from British ports together with 4960 in February, making 10,112 ships for the two months compared with 9340 vessels in the corresponding two months of 1923. The tonnage cleared in January was 5,100,657, which taken together with 4,868,229 tons in February, makes 9,968,886 tons for the two months this year compared with 10,271,867 tons in the first two months of 1923.

These figures reveal the fact that the number of ships both entering and clearing are increasing but that the tonnage cleared is less than a year ago, thus showing that a certain number of ships are being laid up and that although the trade is more diversified, its volume is slightly less. If it had not been for the series of labor difficulties which Great Britain is now facing, a post-war record would undoubtedly have been set up this year. This is now unlikely.

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The exports of coal on which such a large share of British shipping depends for its livelihood, were 5,440,637 gross tons in January and 5,075,048 tons in February, making a total for the two months of 10,515,685 tons compared with 11,514,300 tons in the first two months of last year. The decrease is 9 per cent.

The effect of all this has been to depress certain freight rates but the average figure has been well maintained because of good business with the north Pacific and certain parts of the Far East. The index number of shipping freights for January was 30.8 compared with an average of 28.4 for 1923, the index for time charter rates being 21.6 in January compared with the same average in 1923. In compiling this index, the geometrical average of rates for 1920 is taken as 100.

Oil Rates Rise

The north Pacific lumber trade is less active. The most lucrative charters obtained by British shippers recently have been for carrying oil. Naturally this trade is confined largely to tankers. Transatlantic oil rates have advanced about 60 per cent since the first of the year and although there are some 300 ordinary cargo steamers idle in the United Kingdom, there are no idle tank steamers. The demand for tanker tonnage has resulted from the advance in oil prices in the United States. Consumers in Europe, fearing further increases, hastened to buy supplies and then to secure the necessary ships to transport their oil. Oil buying has been heavy in most European countries including Great Britain, Scandinavia, Germany and France. Most of this oil is coming from California ports, the voyage consuming 35 to 40 days compared with about 22 days from the Gulf of Mexico and 15 days from American north Atlantic ports. The long voyage has had an effect on the rates because 30,000 tons of oil can be brought from Baltimore in nearly the same time as 10,000 tons can be shipped to Europe from San Pedro or Los Angeles, with the same number of ships.

Oil charters have recently been fixed at 40s ($8.60) per ton from American north Atlantic ports to Europe compared with 21s ($4.50) a year ago. Current rates from the Gulf to Europe are about 45s ($9.70) a ton compared with 25s ($5.35) a year ago. The time charter rate for dirty steam tonnage is now 7s 6d ($1.60) per deadweight ton per month; the rate for clean tonnage, that is, for the carriage of gasoline or kerosene, is from 9s to 9s 6d ($1.93 to $2.04) a ton. Owners are finding no difficulty in chartering for a year at these rates.

The advance in the price of oil, although it has been profitable to tanker companies, has had the opposite effect on the cost of operating oil burning steamships. Consequently the question of the cost of oil versus coal for cargo ships is again being discussed in Great Britain. It is pointed out that at Port Said fuel oil is now £4 5s ($18.30) a ton compared with £2 2s 6d ($9.15) a ton for coal. Since three tons of oil may be treated as the equivalent of four tons of coal, $9.15 worth of the latter at Port Said will raise as much steam as $13.75 worth of oil at present. Almost everywhere else east of Port Sail coal is now much the cheaper fuel. In the past, prices of oil and coal have kept step with fair regularity, but recently the pace has been set by oil and coal prices have remained more or less stationary.

How to Buy Ships

Two other questions are now in the foreground of British shipping problems namely, the future of the tramp ship and the desirability of building diesel engine cargo carriers. Views representing the consensus of British opinion on these subjects were recently voiced by Lord Kylsant, chairman of the Royal Mail Steam Packet Co. at the recent annual meeting of the King line of which he is also the head. Lord Kylsant pointed out that the King line had purchased five 3-year-old vessels recently at a figure which was less than that paid by the original owner for one of them. Based on these favorable values Lord Kylsant said:

"I am sometimes asked about the future of British tramp shipping. Some people appear to be under the impression that because the regular liner companies have, during the past quarter of a century, considerably increased the number of what are known as cargo liners, the field of employment for ordinary tramp ships must necessarily be greatly curtailed. In my view there is no ground for this apprehension, as tramp ships have an advantage over liners in that they are cheaper to build, cheaper to maintain, and cheaper to run.

"Therefore, wherever and whenever full homogenous cargoes are obtainable, a well managed tramp ship should be able to pay its expenses at a lower rate of freight than would be profitable to a cargo liner. In thus summarizing the position of the tramp boat as compared with the cargo liner, we must also remember that tramp ships can be rapidly moved in large numbers to any part of the world where there is a big crop to be shipped or some other exceptional demand for tonnage. In my belief, tramps will always continue to perform an important function in world commerce which can never be adequately fulfilled by any other form of ocean transport.

Cheap Continental Ports

"Whether tramp ships in the future will be driven, as at present, by steam engines, or by internal combustion engines (commonly called motor engines), is one of the interesting problems that will have to be settled by shipowners in the course of the next few years. In considering this matter there are, apart from the intrinsic engineering merits of the respective systems, other important factors to be borne in mind, such as the present high first-cost of motor engines, as compared with steam engines, although this great difference in initial cost will, no doubt, gradually be reduced as the makers get down their costs of production by increased manufacture.

"In prewar years, British tramp owners, when chartering their steamers homeward for economic reasons generally preferred British rather than continental ports of discharge, and with one or two well known exceptions, such as Rotterdam and Antwerp, continental ports of discharge had to pay extra freight over British ports, with consequent advantage to the British merchant and British consumer. But now, owing to the great increase in recent years in all labor costs at British ports, and the adherence to what must now be regarded as antiquated methods of discharging at some British ports, the position is virtually reversed. British owners nowadays find it cheaper to have their tramp steamers ordered to continental ports of discharge, and if consigned to a United Kingdom port a higher rate of freight is often demanded. To me this is a disquieting and regrettable state of affairs. There is the additional consideration in this connection that owners find that repairs and overhauls at continental ports are now usually considerably cheaper than at British ports.

"In all efforts to reduce unemployment in our midst these hard facts should be borne in mind. These drawbacks of British ports will be still further emphasized by the recent increase granted by the dock labor employers in British ports."

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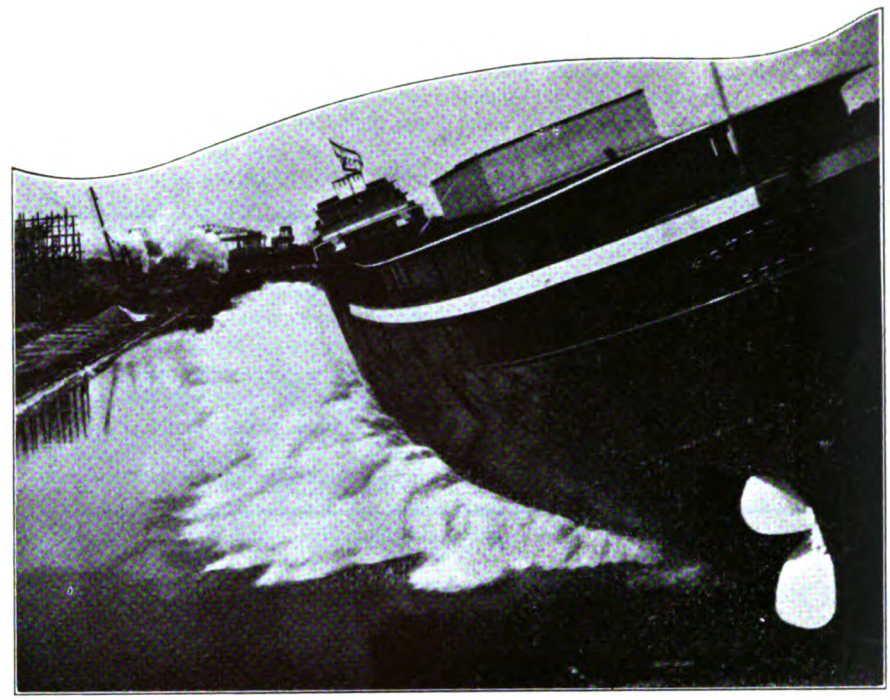
Big Lake Motorship for Henry Ford

BY J. C. WORKMAN
Chief Engineer,
American Shipbuilding Co.



LAUNCHING 13,000 TON FORD MOTORSHIP

THE new steel motorship, HENRY Ford II, marks a new era in shipbuilding on the Great Lakes. This fine ship, which is one of two ordered by the Ford Motor Co., Detroit, for the iron ore, coal and coke trade of the Great Lakes, was launched at the Lorain, O., plant of the American Shipbuilding Co., March 1, and will be the largest powered diesel engine plant ever installed in the lakes district, if not the largest single unit ever installed in the United States.

The main propelling unit is a Sun-Doxford opposed piston oil engine, 2-cycle, single acting, solid fuel injection with four power cylinders 23½ inches diameter x 91 inches combined stroke. The scavenging blowers will be of the independent type, General Electric Co. make, having one for spare.

The main engines are built by the Sun Shipbuilding & Dry Dock Co., Chester, Pa., who is the American licensee for William Doxford & Sons, Ltd. of England. The auxiliary engines, which are being supplied by the Worthington Pump & Machinery Corp., New York, consist of two 450-horsepower 2-cycle diesels, direct-connected to 300-kilowatt Crocker Wheeler generators.

This ship is the first to be launched on the Great Lakes electrically; illustrations and description of the method used, are shown elsewhere in this article.

Data On Hull Construction

The vessel is built to Lloyd's highest class and has these principal dimensions:

Length over all, feet inches	611	0
Length between perpendiculars feet, inches	590	0
Breadth molded, feet, inches	62	0
Depth, feet, inches	32	0
Dead-rise of section, inches		3
Bilge-curve radius, feet, inches	3	3
Tumble-home of side, inches		12
Deck camber in 60 feet, inches		15

The steamer has the usual arch construction with girders 4 feet 6 inches deep. The double bottom, 5 feet 6 inches deep at center line of ship, is carried continuously throughout the ship between peaks, comprising 16 compartments, two of which, under the engine space, are fitted for carrying fuel oil. The side tanks, 6 feet wide and extending up to the main deck stringer with vertical sides, are fitted in way of the cargo space. These tanks are independent of those in the double bottom, the tank top plating being carried right out to the shell.

As usual in bulk freight carriers, the spar deck is the only continuous deck, the main deck fitted both in the forward and after ends being represented through the cargo space by a stringer plate only, which, as mentioned, forms the top of the side tank.

There are 18 cargo hatches, 40 feet thwartships and 12 feet fore and aft. The hatch centers are 24 feet apart, leaving 12 feet of plated deck between. This arrangement provides a much stronger deck than the common 12-foot spacing, and is now made quite practical on account of the increased working radius of present day unloading machines.

The hatch coamings are of the built-up type, and the covers are formed of 14 sections of plate, equipped with the Mullholland type of hatch fastener. The covers are operated by wire line leads through the usual blocks to the hatch engines, two in number and located amidship.

Six main bulkheads are fitted in all, two being watertight collision bulkheads, one partially watertight dark hold bulkhead, two cargo hold screen bulkheads, and a watertight bulkhead between the cargo hold and the engine room.

The two cargo screen bulkheads are built on the new plan of staggered plating. The main advantage of this construction is the increased protection given the channel stiffeners from impacts of the unloading gear. The usual side stringers are fitted fore and aft, but in way of the main length of cargo hold. The only side stringer is the main deck stringer. The necessary shell stiffness is secured by increase of other scantling.

The stem is an iron forging raked to the for'd perpendicular. The stern frame is also wrought iron and shaped to the usual lake pattern. The rudder frame

Follow the Complete Ford Series

ENGINEERS will find much of interest and value in a study of the new Ford motorships. These will compete with what have been regarded as the most efficient cargo carriers in the world. The diesel driven vessel will be matched against its strongest steam driven competitor. And besides the engine, the new ships carry some brand new ideas in auxiliary equipment.

For many reasons, Marine Review has pleasure in publishing the first description of these vessels. The information will be exact since the sources are the companies who built the vessels and equipment. The officials of the Ford Motor Co. have approved, of course, the publication of this series. The present article covers the hull construction with a general description of the ship. Additional articles call for complete description of the main engine propelling units and auxiliary equipment and systems.

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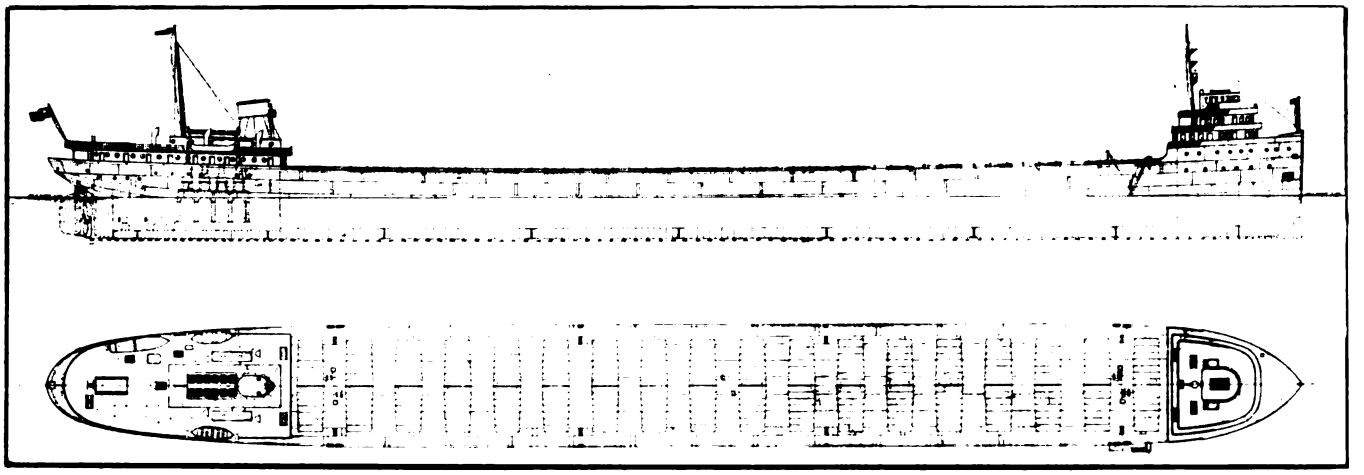


OUTBOARD PROFILE AND PLAN OF HENRY FORD II

is cast steel of the salt water type of opposite arms and carries a 45.9 pound single plate. The stock is a steel forging 12 inches in diameter, all built to Lloyd's approval.

The main deck forward extends from the stem to the dark hold bulkhead. It is a complete steel deck and is 11 feet below the spar deck at side of ship, and has a camber of 6 inches in 48 feet. Forward of the collision bulkhead it carries the chain locker. Between the collision and dark hold bulkheads on this deck, there is beside the dunnage room a laundry, lamp, paint and store rooms.

The main deck aft extends as a partial deck from the engine room bulkhead through the engine space, aft of which it forms a complete deck. This part of the main deck is also 11 feet below the spar deck, but has no camber. In way of the engine on this deck are located several of the auxiliaries. At the after end, there is an engineer's lavatory, a machine shop, laundry and engineer's storeroom.

The steering engine is also located here. Below the after end of the main deck is the engine working deck, carrying a built-in fresh water tank, storeroom and certain auxiliaries.

On the spar deck forward is the windlass room and forecastle. The latter contains besides two staterooms, rooms for the first mate, second mate and boatswain, 2 wheelsmen, 2 cooks, 2 watchmen and 2 deckhands. There is also a large cold storage room, beside bath and storeroom.

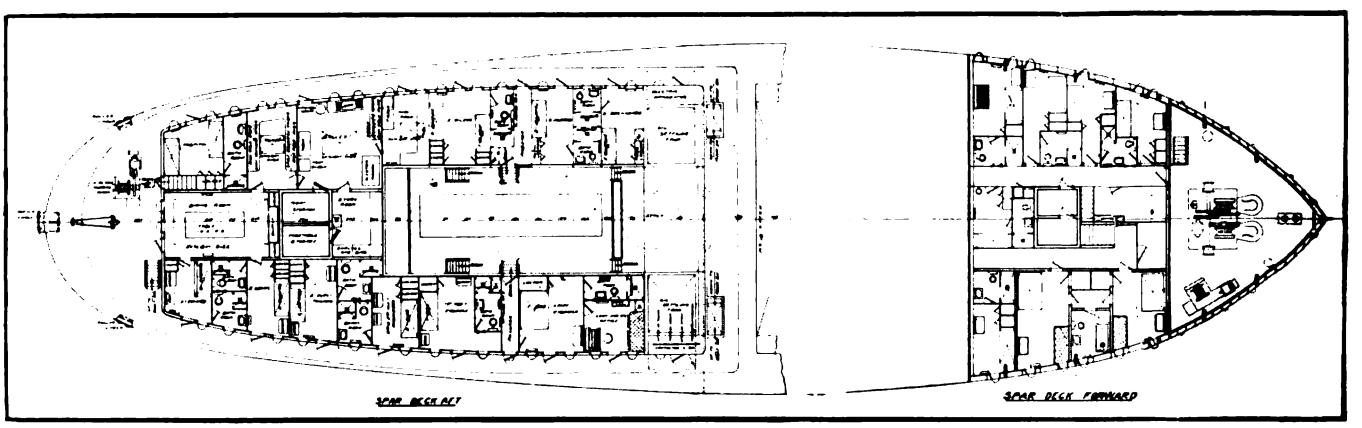
The house on the forecastle deck contains two large staterooms for the owner, with bathrooms for each; also an owner's dining room, an officers' dining room, a galley, and a pantry, as well as large clothes closets. There is a dumb waiter operating between the spar and forecastle decks, and serving the galley from the cold storage room below. In the pantry is built a refrigerator for table service.

On the next deck, called the observation deck, is built a house containing a large observation room with nine large rectangular windows and two doors giving an unlimited view ahead. Beside this, there is a large stateroom for the captain, captain's office and bathroom. There is also a room for the wireless operator and a connecting bath room. On the roof of the observation room is the pilot house, 17 feet 9 inches long, 15 feet wide and 10 feet high. The forecastle deck house and observation are each 7 feet 6 inches high. All houses forward have square windows.

The interior finish on this ship has been designed by Arthur Keil, a Detroit architect, who with his father, Louis Keil, has planned the interior decoration of most of the fine passenger ships belonging to the Detroit & Cleveland Navigation Co., and the Cleveland & Buffalo Transit Co. White oak, English oak, walnut and mahogany are used as a finish in the main rooms, either ceiled or paneled. Inlay work and painted decorations are features. For ceiling, vehisote is largely used between beams, which latter are cased in wood. Marble is used as a baseboard in certain rooms, and radiator tops are covered with the same material. Owner's and officers' bathrooms are tiled. Special attention is given to the finish of the hardware and electric fixtures, with much variety of treatment. All stairs above the forecastle deck have treads of East India teak. All exterior doors are solid, of teak 2 inches thick. All forward bulwark rail caps are of the same material.

On the spar aft is built a deck house 92 feet 3½ inches long, covering all the machinery space and extending back to a point over the stern frame. This house contains, beside space for the main fuel oil tanks, rooms for the chief engineer, first assistant engineer, second and third assistant engineers, 2 electricians, 2 cooks, steward, 2 deckhands, 2 porters, 3 oilers, dining room, mess room, galley, pantry, hospital, storeroom and cold storage room. Each crew's rooms has its own bathroom.

As usual with ships driven by oil engines, the deck auxiliaries are all electric



PLAN OF CABINS ON NEW FORD GREAT LAKES BULK FREIGHTER

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driven; including windlass in the forecastle, one mooring winch in the windlass room, four deck winches on the spar deck over the cargo space, one deck winch aft of the after house, two hatch engines amidship and steering engine on main deck aft.

The ship is equipped with a Sperry gyroscopic compass, the master compass being located on the main deck forward. A Sperry rudder indicator is installed in the pilot house, also Sperry engine direction indicator and revolution counter, and a Sperry speed recording log. All instruments in the pilot house are nickel plated, including compass and wheel stands.

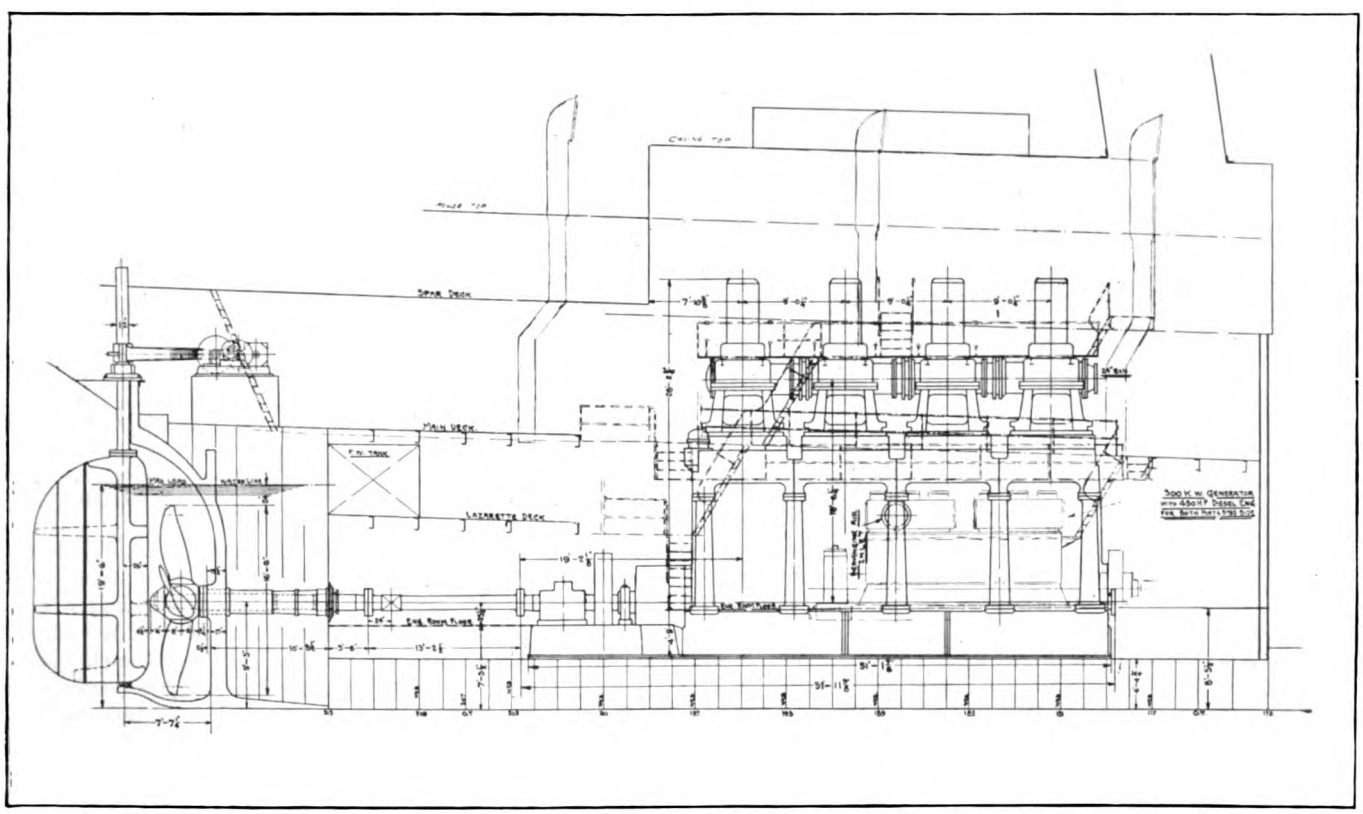
There are two 22-foot lifeboats with mechanical davits made by the Steward Life Boat Co. These are located on the roof of the after deck house. Rafts and all other life saving equipment prescribed for a boat of this class are installed. There are two steel pole masts, one on the forward house, the other on the after house. The ship has a block coefficient of 0.864 and a midship section coefficient of 0.984. Her displacement on a load draft of 20 feet is 19,800 short tons.

The stack of the ship is 15 feet in the fore and aft direction by 10 feet wide. This carries the four silencers for the auxiliary generating set and the main silencer for the Sun-Doxford engine with their exhaust pipes. The donkey boiler stack also is carried in the main stack.

The ballast system is taken care of entirely by motor driven centrifugal pumps and to insure a continuous flow of water, Nash air pumps have been installed, one on the port side and one on the starboard side. These air pumps draw from top of discharge casing of the centrifugal pump, maintaining about 18 to 20 inches of vacuum.

The above air pumps have been also connected to the fire pump, mate's pump and to the jacket water cooler circulating pump. The jacket water centrifugal pump is primed by means of water from the filtered water tanks by gravity while all the other centrifugal pumps are primed by means of connection from the fire line.

The sewage system consists of two tanks aft, one port and one starboard, of 700-gallon capacity each, and one tank forward of 1000-gallon capacity. Alarm floats are fitted in these tanks and are emptied by means of Nash compressors working at about 20 pounds pressure. All basins, showers, sinks, etc., drain direct to sea. A garbage chute is fitted in each galley, having a washing-out connection.



PROFILE THROUGH ENGINE ROOM OF NEW FORD MOTORSHIP

Electric Launching

At the request of W. B. Mayo, chief engineer of the Ford Motor Co., a departure from the present method of launching was introduced, namely, launching the ship electrically by means of a switch. It was expected that Mr. Ford's young grandson, Henry Ford II, was to do this launching, but he was detained by sickness and gave the word to Mr. Mayo over the telephone to "Let her go!" from Detroit.

The method of accomplishing this was unique in a way, inasmuch as the guillotine of the eighteenth century and the electric motor of the present day were combined.

Three guillotines were placed over the releasing ropes at the bow of the ship and three over those at the stern. The knives were weighted and suspended by means of ropes passing over sheaves at the top of the guillotines. These ropes were secured by a bolt attached to connecting rods working upon eccentrics on a shaft common to all three connecting rods. This shaft was rotated through gears by a motor at a speed of 60 revolutions per minute. At this speed it can readily be seen that the motors did not reach their maximum speed before the knives had been released.

The starting of the motors was under the control of the sponsor of the ship. Located amidship on the launching master's stand, was a special designed switchboard which assured the simultaneous operation of the two motors. When the launching master was convinced that all was in readiness to proceed with the launch, he closed the main line switch which flashed a signal to the launching stand and furnished current to the switch which the sponsor of the ship controlled. The closing of this switch energized the switchboard contactors and caused

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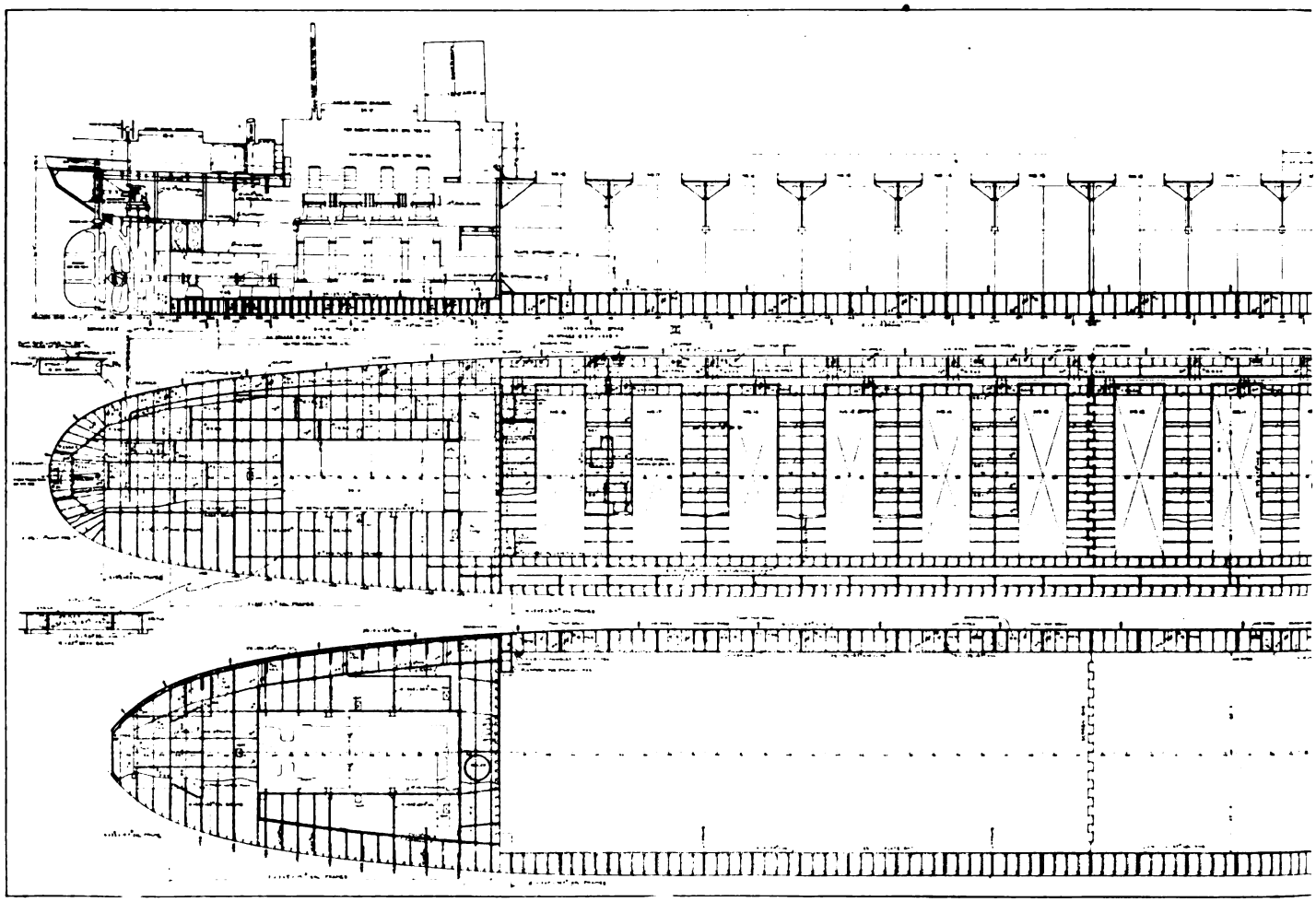

INBOARD PROFILE TOGETHER WITH PLANS OF SPAR AND FREIGHTER FOR THE IRON ORE AND

the motors to function. As each individual rope was cut it was indicated at the switchboard. The difference in time of the cutting of the six ropes forward and aft was practically nil.

To give one an idea of the time consumed, it can safely be stated that three seconds after Mr. Mayo, of the Ford Motor Co., closed the launching switch, the ship was on its way to join the many other ships of the Great Lakes.

Steering Engine

The steering engine is of the direct-acting electric type, direct-connected by cast steel quadrant with pinion on the engine. The teeth of the quadrant are made in segments so they can readily be removed or renewed. The steering engine is of the American Shipbuilding Co. make, with the Benson Electric Co. control. It is operated by two 50-horsepower Westinghouse motors that run at 475 revolutions per minute. Either motor can be thrown in or out of gear from the pilot house by an electrically operated clutch lever at the engine, so in case of accident to the port side of the mechanism ,the starboard side can be thrown in instantly. The gears, except the motor pinion which is fabroil, are all cast steel or bronze, and machine cut throughout. The engine is mounted on a sliding bed so that by screw adjustment it can be brought in contact with teeth on the quadrant to proper pitch line.

The operation of the engine from the pilot house is all electric, using the Benson Electric steer-motor, which steers with the greatest ease. This wheel stand is also in duplicate, controling either port or starboard gear at engine. A hand stand aft on the upper deck can be used in emergency. This is of the American Shipbuilding Co. make and is operated by two brass wheels 63 inches in diameter.

The windlass is the standard American Shipbuilding Co. electric type. All gears are steel castings with machine cut teeth. The wildcat and releasing gear is easily operated and very accessible. Wildcats are designed for 2¼-inch cast steel stud link chain. The windlass is driven by a 50-horsepower Crocker Wheeler motor at 850 revolutions per minute.

Six automatic tension electric mooring winches, designed and built by the Lidgerwood Mfg. Co., New York, are installed on this vessel, four on the spar deck between hatches, one aft in the fan tail and one forward in the windlass room. These six winches are all duplicates except that a winchhead is provided on the stern winch for auxiliary steering purposes. The winches have been designed to accomplish electrically all of the work previously done by the steam mooring winches, so long familiar to operators of lake vessels, and in addition present some advantages not found in the steam winches.

Electric Winches

The winches are single drum, with worm gear drive from the motor. The drum is designed to hold 70 fathoms of 1⅛ inches diameter wire hawser, and is bushed to the shaft but secured thereto by a heavy square jaw clutch. A wheel and screw set band brake is mounted on the drum flange, and bar holes and ratchet and pawl are also provided for hand operation when no power is available. The winch is designed for maximum pull on the mooring hawser of 14,000 pounds and can be controlled for hauling speeds under full load of from 25 to 50 feet per minute at the discretion of the operator, and will either pay out or wind in the light hawser at speeds in excess of 100 feet per minute. The parts of the winches are all designed to with-

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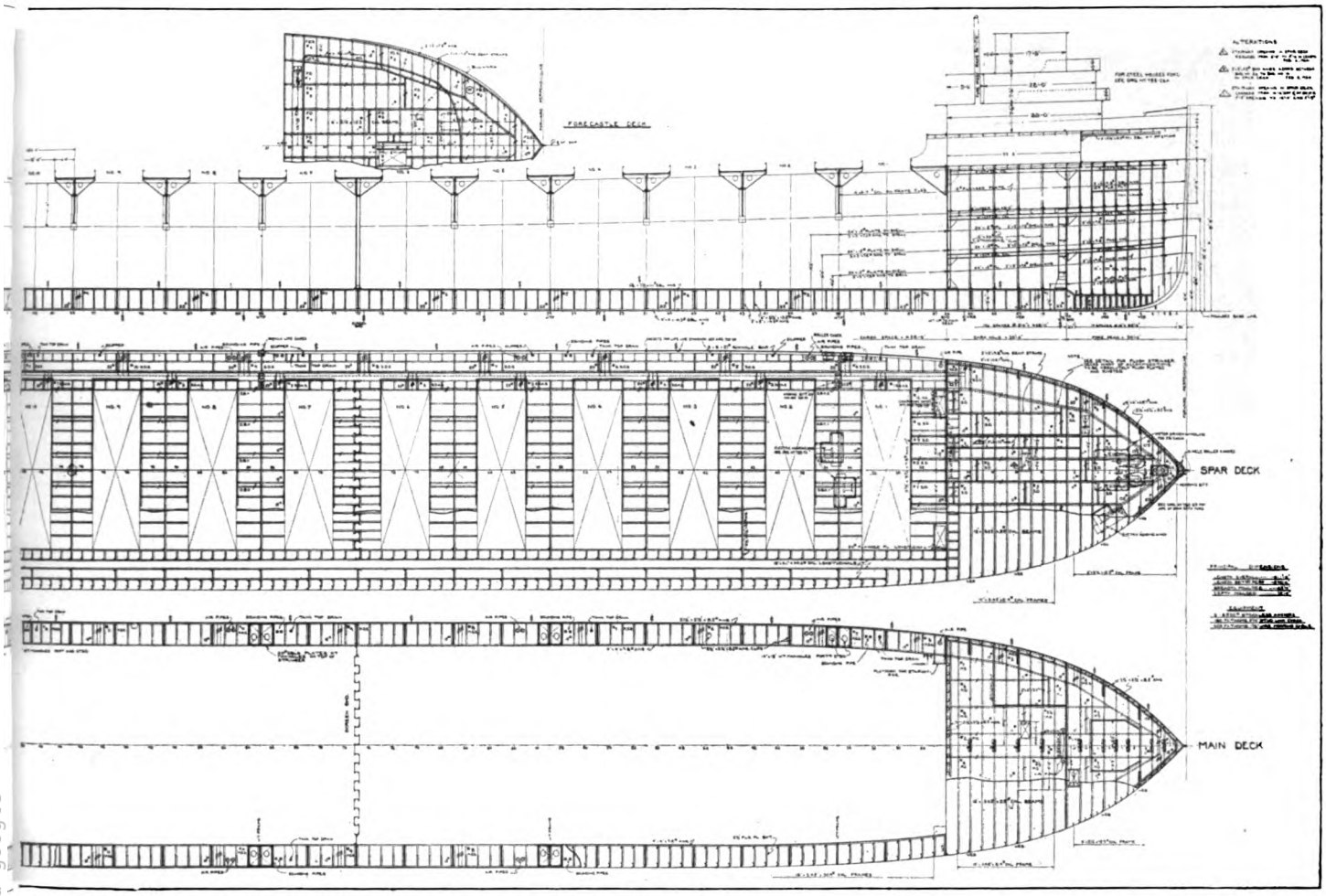

MAIN DECKS ON HENRY FORD'S BIG DIESEL DRIVEN BULK COAL TRADES OF THE GREAT LAKES

stand the breaking stress of the hawser. The band brake will hold against twice the working load of the winch.

The above mentioned features are quite general of mooring winches as used on the Great Lakes, but the interesting part of the construction of these winches is found in the arrangement and flexibility of the control. They are designed automatically to maintain any constant tension in the hawser, within the limits of the winch, at which the operator sets them. This is accomplished by means of a floating worm backed up by a heavy coil spring. The worm shaft is driven from the motor through a sliding coupling so that no end thrust comes on the motor. The worm thread is cut long enough to allow for longitudinal motion. This motion is transmitted to the electric controller. The worm shaft is mounted in radial thrust roller bearings and provided with roller thrust bearings. Complete worm shaft and bearings, springs and coupling, are totally enclosed in a cast iron worm gear housing and run in an oil bath, practically eliminating any possibility of excessive friction or wear. The worm gear housing also encloses the worm gear and precludes any possibility of the rope or any foreign matter getting into the gears or the operating mechanism.

The control, both manual and automatic, is accomplished by a single lever with a detent latch. Upon gripping the latch, the lever is free from any automatic control, directly connected to the master electric controller, and the operator has complete manual control of the winch. The latch may be released at the will of the operator to fall in any one of a series of graduated notches on a quadrant, which notches are graduated to give the hawser tension in thousands of pounds pull. The machine will then automatically maintain the pull in the hawser as indicated by the notch in which the latch falls. No further steps are necessary to transfer from full manual to full automatic control.

The electrical control equipment for these winches is furnished by the Cutler-Hammer Mfg. Co., Milwaukee, and the motors by the Electro-Dynamic Co., Bayonne, N. J. The motors, solenoid brakes, and master controller are all totally enclosed and completely waterproof. The motors are rated at 25 horsepower for ½ hour at a full load speed of 550 revolutions per minute. They are wound with largely series characteristics, with a slight amount of shunt winding to hold the no-load speed within safe limits. The control is of the magnetic contactor type. The contactor panel and resistance are non-watertight for below deck mounting. The master controller is provided with four points forward and five points reversing, with dynamic braking in the circuit on the first three points of the reverse. Continuous duty resistance is used so that for speed regulation, the winch may be operated on the intermediate control points in either the forward or reverse direction for considerable periods of time. The winch consumes no current when on the automatic except when correcting for variation in tension or length of hawser.

After the hawser is made fast to the dock for normal mooring operation, the operator releases the latch of the control lever to whatever notch he has found from previous experience is desirable for the required mooring pull. The winch can then be forgotten. When unloading of the ship is taking place and the vessel rises at the dock, it is required that the line pay out without increasing the tension.

As the vessel starts to rise the tendency is to set up an increased tension in the mooring line. This imme-

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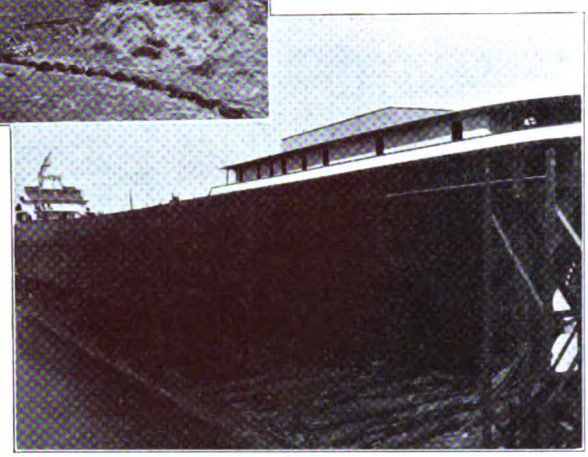
READY TO LAUNCH NEW DIESEL DRIVEN LAKE FREIGHTER



ELECTRICITY WAS USED FOR FIRST TIME IN RELEASING NEW LAKE VESSEL

diately causes an increased thrust to come on the worm, which forces a compression of the restraining spring and a slight longitudinal movement of the worm shaft. This movement is transmitted to the controller to make contact on the first point of the reverse, releasing the solenoid, causing the motor to pay out a sufficient length of line until the increase of tension is reduced to normal, at which time the controller is automatically brought back to its neutral position, the solenoid brake sets, and the winch is again locked until a further increase occurs.

Conversely, if the vessel is being loaded and lowers at the dock, a slight slackening of the line reduces the thrust on the worm, causes a longitudinal motion of the worm shaft in such direction as to bring the controller on a forward point, winding in the line until the original tension is again assumed, when the controler comes back to neutral. Any sudden slackening or increasing tension may move the controller beyond the first point so as to obtain more speed in the winch for correcting the tension. Under no circumstances can the winch when operating under power exceed the desired pull on the hawser, as when operating either manually or electrically a mechanical interlock shuts off the power at this point.

Electric Hatch Puller Winches

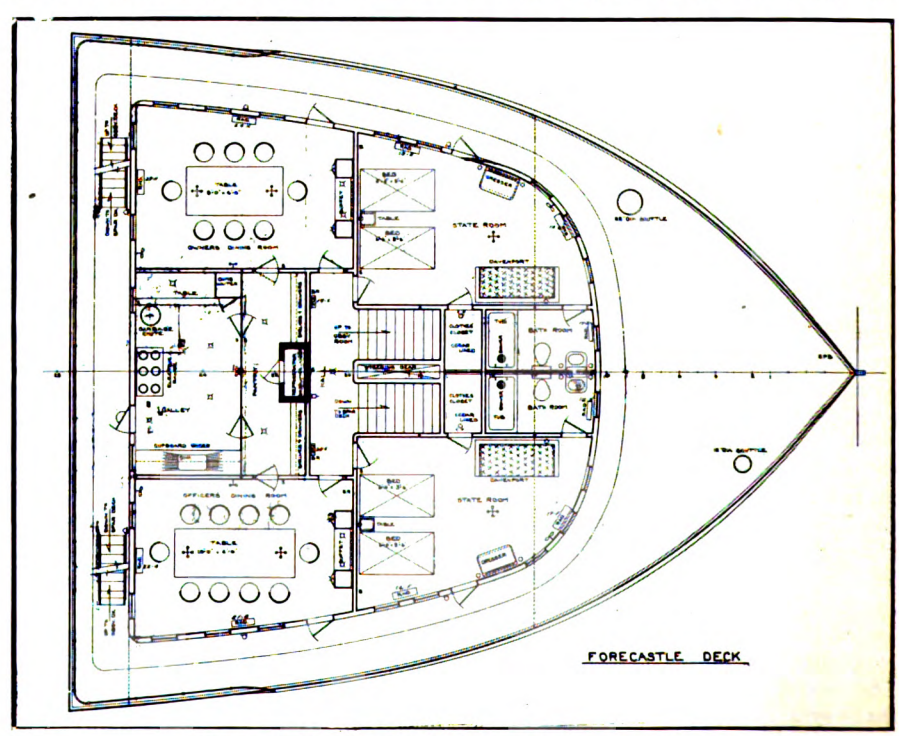
Two electric hatch puller winches, designed and built by the Lidgerwood Mfg. Co., New York, are installed on the vessel for operating the 18-hatch covers by wire lines. These hatch puller winches are designed for normal pulls up to 4500 pounds and to withstand overload pulls up to 6000 pounds. They are of the worm gear type having a single worm gear reduction from the motor to the drum. This worm gearing is totally enclosed in a cast iron housing, with worm provided with ball bearings to take both the end thrust and the radial load. The worm and bearings run continuously in an oil bath.

The electrical equipment consists of control furnished by the Cutler-Hammer Mfg. Co. and motors furnished by the Electro-Dynamic Co. The motors are 12½ horsepower, 725 revolutions per minute, totally enclosed and waterproof. Control equipment consists of a waterproof drum type controller arranged to be mounted near the winch on the open deck, with a jam protective panel and resistance to be mounted in a protected place on the ship.

Some of the particular features of these winches are their compact design; the fact that the motor is in line with the worm gear housing, leaving the lead from the drum entirely free in either direction and at any angle; and no projections or uncovered gearing of any sort in which the rope or foreign matter may become caught.

The main propelling machinery is classified under Lloyd's and United States rules. The main unit is one 4-cylinder Sun-Doxford opposed piston oil engine, 2-cycle, single acting, solid injection type, having cylinder 23½ inches diameter x 91 inches combined stroke. The engines will develop about 3200 shaft horsepower, the revolutions being 85 per minute with a maximum of 90.

Mean effective pressure is about 94 pounds per square inch. The firing sequence from forward to aft is 1-3-2-4. The two side rods which are attached to the upper piston are always in tension both in firing and compression, while the center rod is always in compression. From this, it will be seen that the balancing feature of each unit is perfect and the shaft practically floats in the bearings. Also, it will be noted that there is no strain on the housings of this engine except to carry the



FORECASTLE DECK PLAN ON FORD MOTORSHIP

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weight. Main bearings are six in number, 16.92 inches in diameter x 14.96 inches long. The center crank pin is 18.11 inches x 20.86 inches long. The side pins are 18.22 inches diameter x 10.89 inches long. The throw of both cranks is 45½ inches.

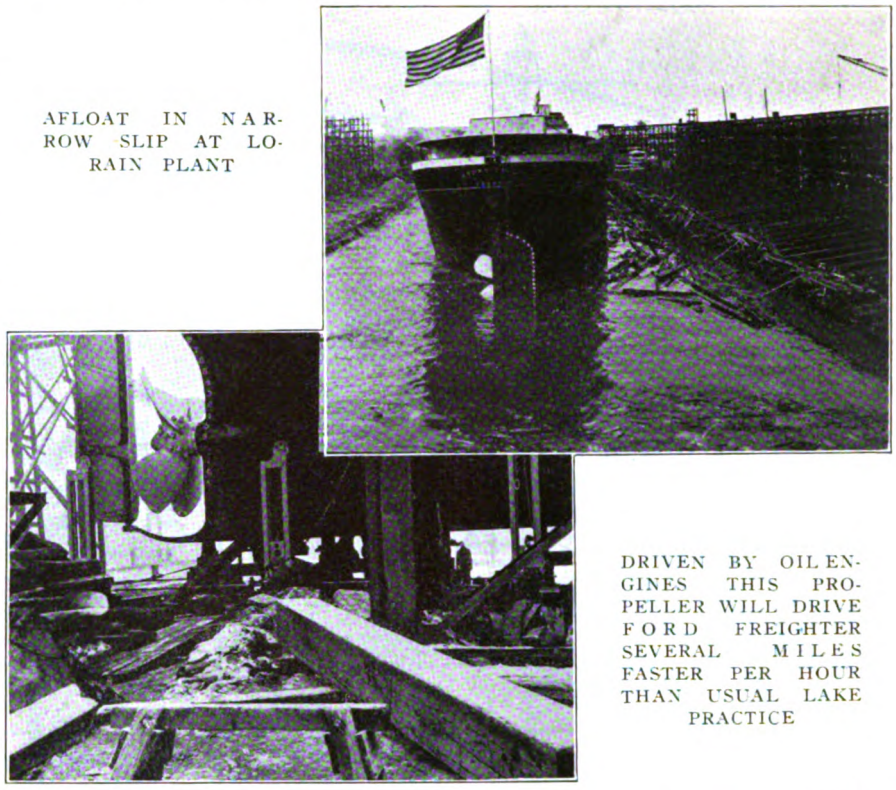
The main pistons are of forged steel, with a cast iron skirt attached on the end away from the firing side, each skirt being fitted with two scraper rings. The distance the upper and lower pistons are apart when in their closest position is 9.44 inches. Thus close clearances are eliminated. This favorable condition is a result of the high stroke-bore ratio adopted.

The scavenging blowers supply 12,000 cubic feet of air per minute at 2 pounds pressure, though 1½ pounds is usually used in service. The engines, so far built in this country have had connected scavenging pumps, but at the suggestion of W. B. Mayo, chief engineer of the Ford company, the independent type was adopted with the approval of all concerned. An important feature of these engines for lake service is that they can slow down to 15 revolutions per minute and can make their power for driving ship at 85 revolutions per minute. They can be reversed in four seconds. This is all favorable in maneuvering. The absence of cylinder heads and air intake and exhaust valves which some past experience has shown to have been the cause of considerable trouble is evident in this design.

The auxiliary units to supply power for all the electric equipment are two 450 shaft horsepower Worthington 2-cycle solid injection type engines. These engines have six cylinders 15¼ inches diameter x 16 inches stroke, revolutions 275 per minute. They have a mean effective of 37 pounds. The scavenging pump is contained direct in the engine. The generators which are direct-connected to these engines are Crocker-Wheeler 300-kilowatt, direct current, 230-volt machines.

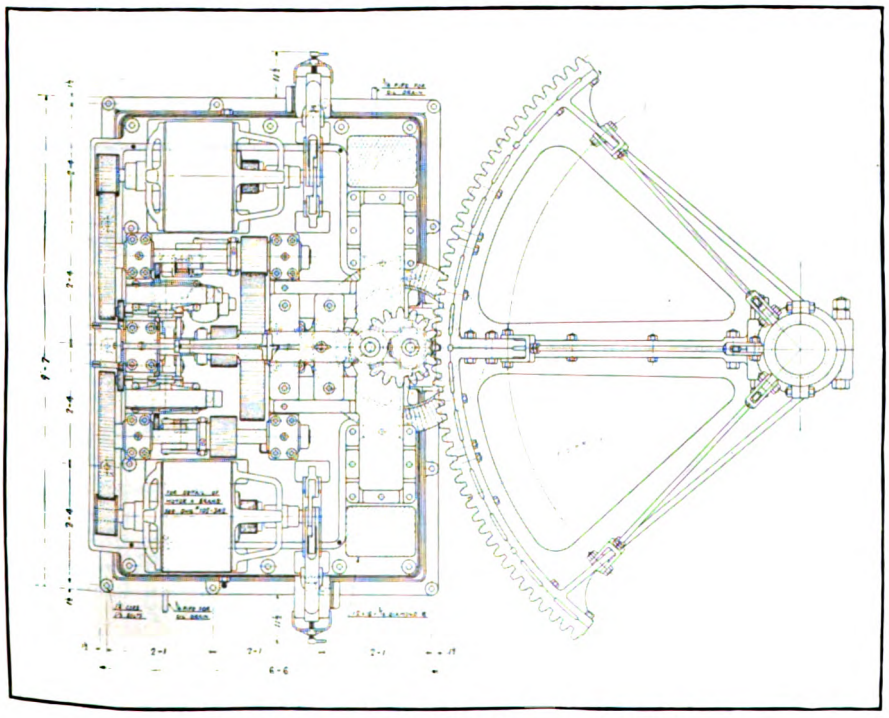
The following is a list of auxiliaries:

Main engine fuel oil attached to main engine: auxiliary fuel oil, Sun Shipbuilding & Drydock Co., motor driven, 20-horsepower motor.



AFLOAT IN NARROW SLIP AT LORAIN PLANT

DRIVEN BY OIL ENGINES THIS PROPELLER WILL DRIVE FORD FREIGHTER SEVERAL MILES FASTER PER HOUR THAN USUAL LAKE PRACTICE



ELECTRIC STEERING ENGINE, PLAN VIEW

2—450-horsepower diesel, 300-kilowatt, Crocker-Wheeler generators has attached fuel oil and also lubricating oil pumps.

2—Lubricating oil pumps for main engine, Viking rotary type.

1—Fuel oil transfer pump, Viking rotary type.

1—8½ x 11 duplex power pump, driven by a 15-horsepower motor for main engine jacket water.

1—Centrifugal pump driven by a 20-horsepower motor for main engine jacket water.

1—Centrifugal pump driven by a 15-horsepower motor for jacket water cooler circulating water.

1—Centrifugal pump driven by a 7½-horsepower motor for cooling water to guides and to exhaust jacket.

1—Centrifugal pump driven by a 7½-horsepower motor for cooling water to the two 450-horsepower auxiliary diesels, and auxiliary diesels oil coolers circulating water.

1—Centrifugal pump driven by a 5-horsepower motor for main engine lubricating oil cooler circulating water.

2—Double centrifugal main ballast pumps, driven by 75-horsepower motors, capacity 7000 gallons per minute each pump.

2—Centrifugal auxiliary ballast pumps driven by 30-horsepower motor, capacity 2500 gallons per minute each pump.

1—Fire pump centrifugal 3-stage driven by a 25-horsepower motor.

2—Nash Hytor air pumps driven by

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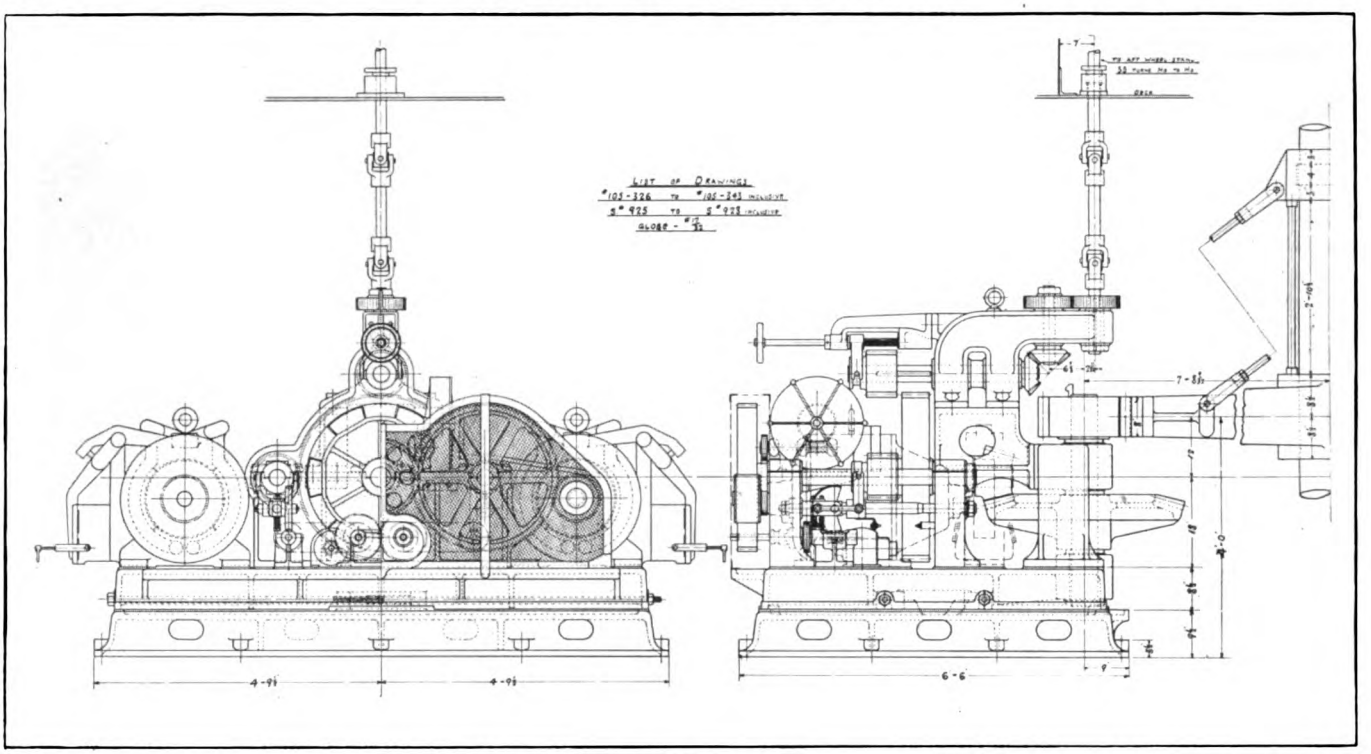


ELECTRIC STEERING ENGINE USED ON FORD FREIGHTER

20-horsepower motors, air pumps for priming the ballast pump.

1—Mate's pump centrifugal 4-stage driven by a 20-horsepower motor.

1—Sanitary raw water pump centrifugal single stage, 7½-horsepower motor.

1—Sanitary transfer pump centrifugal 2-stage, 5-horsepower motor.

1—Sanitary service pump 2-stage, 10-horsepower motor.

2—Drinking water pumps, Westco type, ¾-horsepower motor.

3—Sewage air compressors, Nash Hytor centrifugal 5-horsepower motor.

1—Bilge pump Nash Hytor centrifugal 7½-horsepower motor.

1—Donkey boiler feed pump, 5¼ x 3½ x 5, vertical duplex.

1—Sanitary steam pump for laying-up purposes, 5¼ x 5 x 6, horizontal simplex.

1—Bilge pump for laying up purposes, 4½ x 5 x 6, vertical simplex.

1—Gould hand pump on main deck.

2—Scavenging air compressors, 12,000 cubic feet capacity, 2 pounds pressure, General Electric geared impeller, driven by a 180-horsepower motor, 230-volts, direct current.

1—Main air compressor, 150 cubic feet capacity, 700 pounds pressure. Worthington type, driven by a 75-horsepower motor.

1—Auxiliary air compressor, 30 cubic feet capacity, 250 pounds pressure, Worthington type, driven by a 30-horsepower motor.

1—Auxiliary generating set, Hall & Scott Motor Car Co. type gasoline engine, 4-cylinder, 4¼ x 5½ inches, generator 17-kilowatt, 240 volts, direct current.

2—Sharples motor driven oil separators.

2—Oil transfer pumps to feed oil separators.

1—Main engine lubricating oil cooler of the Griscom Russell type.

2—Auxiliary engine lubricating oil coolers, Griscom Russell type.

1—Jacket water cooler, Griscom Russell type.

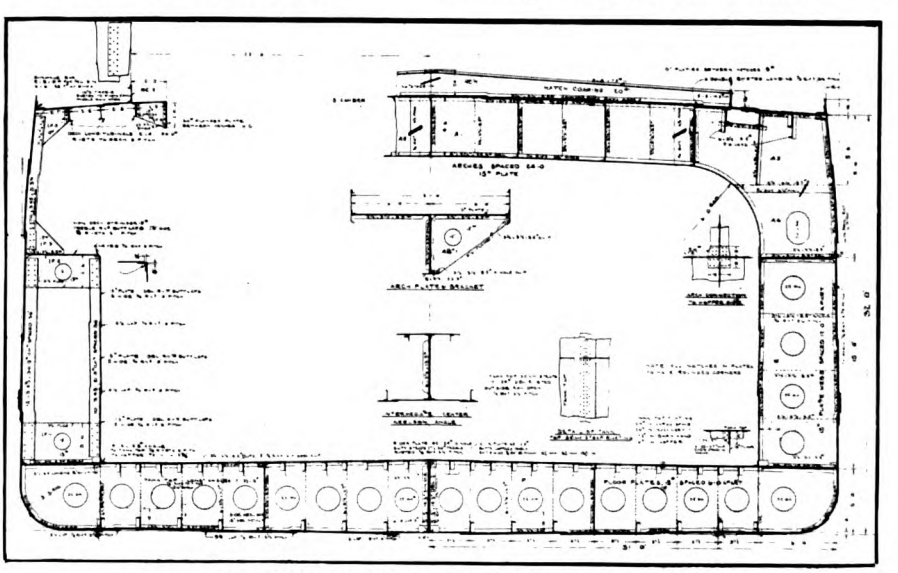
The pumps noted above were furnished by the Union Steam Pump Co., Battle Creek, Mich. The motors except where noted were supplied by the Crocker-Wheeler Co., Ampere, N. J.

American Ships Gain

During 1923 the passengers sailing from Manila for Pacific coast ports, including Honolulu and Vancouver, B. C., were carried approximately as follows:

	On American Steamers Per cent	On Foreign Steamers Per cent
1923	80	20
1922	54	46
1921	43	57

The only first class passenger service serving the Pacific coast from Manila for a greater part of 1923, other than American, was the Toyo Kisen Kaisha. A number of passengers have been carried on freight steamers from Manila.



MIDSHIP SECTION OF HENRY FORD II

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Marine News in a Personal Way

C. F. MACDONALD, recently elected a director of the Pennsylvania Shipyards, Inc., Beaumont, Tex., with the title of vice president and general manager, formerly was connected with Lloyd's Register of Shipping, New York.

* * *

H. BIRCHARD TAYLOR, of the William Cramp & Sons Ship & Engine Building Co., Philadelphia, and JOHN L. HARPER of the Niagara Falls Power Co., have formed Harper & Taylor, Inc.

* * *

E. J. SEATON is assistant marine superintendent of the Pacific Mail Steamship Co. at San Francisco.

* * *

PAUL J. BERTELSEN of the Atlantic Works, Boston, has been appointed receiver for the Crowell & Thurlow Steamship Co. by Judge James M. Morton of the United States district court. Mr. Bertelsen had already been appointed receiver in the Maine district.

* * *

T. W. HASKELL, for several years connected with the John S. Emery & Co. organization, is now affiliating with the Rogers & Webb line, Boston.

* * *

COMMANDER CARLOS BEAN, inspector of machinery at the Fore River yard, Quincy, Mass., is to be succeeded by CAPT. LOUIS SHANE, who is on duty at the Todd yard at Seattle. Commander Bean is assigned to duty in the Asiatic station.

* * *

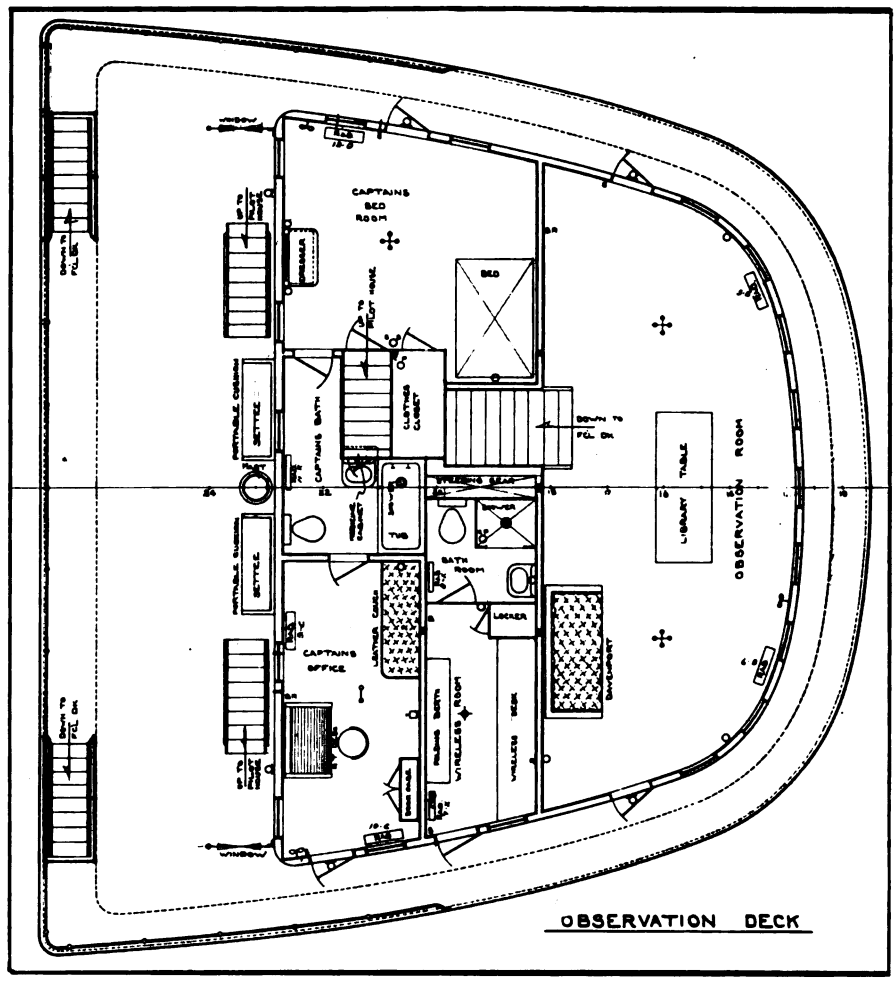
HOWARTH LEWIS, formerly general agent of the passenger department of the Admiral Oriental line in Chicago, has been appointed assistant general passenger agent of the Dollar Steamship Co., in New York. Mr. Lewis was formerly with the Pacific Steamship Co. at Seattle and was secretary to A. F. HAINES, vice president and general manager of the Admiral Oriental line. He was general agent of the Admiral Oriental line in Siberia during the World war and was later transferred to Shanghai. For the past year he has been stationed in Chicago for the Admiral line.

* * *

RALPH E. DIVINNEY, for the past two years connected with the Lawrence Warehouse Co., Oakland, Cal., and prior to that associated with the Luckenbach Steamship Co. and the Atlantic, Gulf & Pacific Steamship Co., has been appointed manager of the Lawrence Warehouse Co.

* * *

A. F. ZIPF, for 20 years connected with various north Pacific shipping enterprises, has assumed his duties as Pacific coast manager of the Williams Steamship Co., with headquarters at San Francisco. He succeeds JOHN W. CHAPMAN, resigned.



OBSERVATION DECK PLAN ON FORD FREIGHTER

* * *

R. W. BRUCE, formerly general agent for the Admiral Oriental line at Kobe and Shanghai has been appointed general agent at Chicago for the consolidated offices of the Admiral Oriental line, Pacific Steamship Co. and Dollar Steamship Co.

* * *

S. SAKAMOTO has arrived at Seattle to assume his new duties as manager of the Seattle branch of the Nippon Yusen Kaisha. Sixteen years ago he first came to Seattle as purser of a Japanese liner.

* * *

CARL STAPLEFELFT, managing director of the North German Lloyd and E. GLASSEL, managing director of the Roland line of Germany, recently completed a business and shipping survey at North Pacific ports.

* * *

A. D. CHARLTON, general passenger agent of the Northern Pacific railroad recently left for an extended tour of Japan, China and the Philippines to study conditions, inspect transportation facilities and to promote closer cooperation between transportation interests in the Far East and the United States.

* * *

THOMAS J. KING, one of the few surviving shipbuilders connected with the wood shipyards of New England more than a half century ago, recently celebrated his eighty-first birthday at Seattle where he is still actively engaged in the shipyard industry as head of the King & Winge Shipbuilding Co. Sixty-eight years ago, Mr. King became an apprentice in the famous yards of Donald McKay at Boston, where some of the finest sailers under the American flag were built. He helped build the GLORY OF THE SEAS, LIGHTNING and other ships that made American maritime history. Mr. King has been associated with the shipbuilding industry on the Pacific coast for 43 years.

David W. Simpson, ship broker, Boston, has sold the British schooner RIVIERA, now at Boston and the lighters JOHN F. TOWLE and ANDERSON for foreign account. He chartered the British schooner WHITEWAY, Boston to Wolfville, with fertilizer and lumber back at $7.

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Insurance Losses Jump Upward

Run of Disasters in Few Weeks' Time Piles Up Claims—Recent Reorganizations Add Strength

MARINE underwriters have witnessed the ending of another short but unfavorable period in the field in which they are specializing. The losses have increased to such an extent that unless the tide changes for the better at an early date it is probable some of the many companies which are now transacting marine insurance business will find the year 1924 to be one of the bad periods in their history.

News was recently received from Hatteras, commonly called the graveyard of insurance hopes, of an unfavorable nature. At this point, the SANTIAGO foundered about the middle of March, resulting in a tremendous loss on hull and sugar cargo. The disaster to another sugar ship, the GLYNDON of the Atlantic Fruit line, which went down with the loss of three lives and a sugar cargo of an insured valuation of $450,000, was the second of its kind. The hull was valued at $300,000. The captain of this ship and the first and second mates went down with it, but the remainder of the ship's crew were rescued by the CANANOVA, also of the Atlantic Fruit line. The GLYNDON was built at Portland, Oreg., in 1919. Her gross tonnage was 2722 and 1672 net. The exact cause of this disaster is still unknown.

The hull insurance on this ship is known to have been placed in London. Forty per cent of the $450,000 coverage on the cargo was retained in the New York market, and the remainder placed in London. There was also approximately $75,000 on disbursements and this also went to London.

The news of this disaster had scarcely been assimilated by the street when on Saturday, March 22 word was received of a casualty in New York harbor. The White Star liner, OLYMPIC, in backing out from her pier, collided with a steamer of the Furness-Bermuda line, the FORT ST. GEORGE. The collision inflicted so much damage upon the FORT ST. GEORGE that the passengers of that steamer had to be transferred to the steamer ARCADIAN, of the Royal Mail Steam Packet line. A rumor was circulated that the two Bermuda bound steamers were racing down the bay, but this has been forcibly denied by Lloyd B. Sanderson, the American director of the Royal Mail Steam Packet line. The FORT ST. GEORGE was badly damaged and came within an ace of being sunk, which results in a serious claim for the underwriters of London to absorb. The damage to the OLYMPIC was examined by divers, after which she proceeded on her way but the casualty opened her F. P. A. warranties and the question of seaworthiness arises.

A short while ago details were received of the collision in the Thames estuary of the American steamer, AMERICAN MERCHANT and the Britisher MATATUA, with the loss of eight lives aboard the latter. The AMERICAN MERCHANT is a new freighter and while on her maiden voyage was badly damaged and had to be towed into Tillbury dock. The MATATUA was outward bound. The bow of the American ship cut through her forecastle, causing a hole fifty by thirty feet, and she was only saved from sinking by the quick action of the American skipper, in keeping the nose of his vessel in the MATATUA's side, and so pushing her on a mud flat, where she was beached. This disaster added additional losses to the London market.

To complete the many disasters, news was received of the stranding of the PRESIDENT MONROE of the Dollar line, on Pacific reef, 32 miles south of Miami, Fla., and about 5 miles from the coast. Several days passed before attempts to float her proved successful. The PRESIDENT MONROE was bound from New York around the world.

* * *

New Staff Chosen to Lead Union Hispano

THE official staff of the Union Hispano Fire and Marine Insurance Co., New York City, has been reorganized. At its annual meeting held on Tuesday, March 25, the following changes took place. William B. Vanderhoof resigned as vice president and director, and six new members were elected to the board. The following officers were elected by the directors:

President, Francisco Tamames; vice presidents, David H. Bellamore and Elias A. Delima; vice president and general manager, Imre Temesvari; treasurer, Edward Enthoven; secretaries, William J. Charmack and Charles B. Kemp.

The members of the new board of directors are as follows:

David H. Bellamore, vice president of the company and secretary of the Mosler Safe Co; Segundo Casteleiro, president of Casteleiro-Vizoso & Co., and president of the Matanzas Cordage Co; William J. Charmack, secretary of the company; Elias A. De Lima, vice president of the company and vice president of the Bank of America. Edward J. Enthoven, treasurer of the company and member of the firm of Jacquelin and DeCoppet; Charles W. Hutchinson, president of Hutchinson and Jaquarth; John H. Hampff, director of the VanCamp Packing Co., and VanCamp Products Co; Charles B. Kemp, secretary of the company; John H. Lynch, president of the Terminal Warehouse Co., and president of the Chelsea Lighterage Co; William Neergaard, member of the firm of Jolesch Miller and Co; Eusebio E. Ortiz, treasurer of the Union Hispana Americana De Seguros, S. A. of Habana, Cuba, and president of La Compania Papelera Cubana; Paul B. Roura, member of the firm of Boland and Preim, and director of the Flatbush State bank; Francisco Seigle, vice president of Banco de Comercio; Francisco Tamames, president of the company, also president of the Compania Proveelora Cubana, and president of the Union Hispana Americana de Seguros, S. A. of Habana, Cuba; Imre Temesvari, vice president and general manager of the company.

The Union Hispano Fire and Marine Insurance Co., was incorporated in 1922, and licensed by the state insurance department of New York in February, 1922.

The company was organized primarily for the purpose of taking over the United States business of the Union Hispana Americana de Seguros, of Cuba. The organizer and first president of the company was Walter D. Despard, who had managed the parent company in the United States for a number of years until his death. Operations of this company were confined to marine insurance, both direct and reinsurance and to fire reinsurance. Its business in the United States and Canada has been prosperous.

The financial statement of the Union Hispano Fire and Marine Insurance Co., as of Dec. 31, 1923 shows total admitted assets of $1,841,412; capital paid up, $400,000; net surplus, $33,001; unearned premiums, $908,906, net premiums written, $1,896,363.

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Two Firms Unite to Take Marine and Fire Risks

AS OF Dec. 31, 1923, the business of the United States Lloyds, Inc., a New York corporation which began business in 1872 as a Lloyds organization and operated as such until 1918 when it changed to a stock company, and the Merchants and Shippers Insurance Co., New York, which company was established under the laws of New York state in 1919, were consolidated. The paid-in capital of the new organization is $1,000,000, and the surplus $1,116,585. The total admitted assets of the combined organizations as of Dec. 31, 1923, was $4,447,787.

The president of the new company is Douglas F. Cox, its vice presidents William B. Goodwin, Oscar W. Smith, J. Floyd Johnston, and Samuel L. Martin. The secretary and treasurer is C. J. Ziegler; the assistant secretaries are Mason H. Bigelow, E. W. Murray, and Harry L. Rodgers.

The kinds of insurance written by the new company are fire, ocean marine motor vehicle, inland navigation and tornado insurance. The underwriting of the marine insurance business is in the hands of Appleton & Cox, a large and reputable firm of marine underwriters.

The underwriting of the fire business will be conducted by the firm of Crum and Forster who have been in business for more than 35 years and enjoy an enviable reputation in insurance and financial circles.

* * *

Norwegian Market Has Grown Rapidly

NORWAY, during the war period, suffered heavy losses of tonnage. These amounted to more than 45 per cent, practically half of the Norwegian ships being destroyed. At the close of 1918, this loss was greatly minimized and was reduced to the low figure of 20 per cent, due to a shipbuilding campaign, which increased the tonnage by 10 to 15 per cent per annum as compared with a normal increase of 5 per cent. At the present time, Norway owns about 4 per cent of the world's entire tonnage of steam and motor driven vessels.

Hull insurance formerly was very good, until the discontinuation of the obligatory tariffs, and the resulting rate war. In 1920, 1921 and 1922 inclusive, the threat of compulsory state insurance did much toward reducing the interests of the underwriters in acquiring a good business, but this project was recently dropped. This has already helped greatly to improve the business, so that already for 1923 an even break of premiums, expenses and losses is anticipated.

The business of cargo insurance has shown up favorably, particularly so as compared with hull insurance. The competition in cargo business can hardly be compared with that in the hull insurance business. One reason for this is found in the fact that the hull fleets are owned mostly by individual ship operators, promising large premiums, which attract quotations from foreign companies. Another reason is that many Norwegian steamers are operated as tramp steamers and cargoes bound out of Norway are insured in Norway only. Likewise, exports from Norway, such as dried fish, wood pulp, etc., are not so subject to partial losses and pilferage as are the more general cargoes.

Norway, in 1913 had seventeen domestic companies, with a total capital of approximately 25,000,000 kroner. In 1920 the number of companies had increased to 89 with a total capital of approximately 160,000,000 kroner.

In 1922 and 1923, no new organizations were formed in the marine field, but there were 10 withdrawals, with one company suspending its operations in order to balance its business, which probably forecasts liquidation. In addition more than 40 foreign companies operate in Norway.

* * *

Cotton Clauses Changed in London Policies

AMENDMENTS to the clauses of the Institute of London Underwriters have recently been received by marine underwriters in this country who have London connections. Among such amendents were the standard T. L. O. clause on hulls, and the Alexandria cotton tariff clauses. The Alexandria cotton tariff clauses which are particularly interesting to insurers of this commodity in this country, read as follows:

1—To pay particular average if amounting to 3 per cent on each bale as if separately insured or on the whole and to pay the actual loss on pickings without reference to series, and to pay the cost of making bales merchantable.

2—Including risk at port of discharge until delivered into warehouse or to carriers or by rail, land conveyances or canal to mills at port of discharge or in the interior, but risk under this policy ceases ten days after discharge from ocean steamer or held covered.

3—It is warranted and agreed by the assured that any shore risk against fire granted herein shall not cover where the assured or any carrier or other bailee has fire insurances which would attach if this policy had not been issued.

4—Warranted by the assured free from any liability for merchandise in the possession of any carrier or other bailee who may be liable for any loss or damage thereto and for merchandise shipped under a bill of lading containing a stipulation that the carrier may have the benefit of any insurance thereon, and that any insurance granted herein shall not cover where any carrier or other bailee has insurance (whether prior or subsequent in date to this policy) which would attach if this policy had not been issued, and that any insurance against fire granted herein shall not cover where the assured has fire insurance (whether prior or subsequent in date to this policy) which would attach if this policy had not been issued.

From the above clauses it will be noted that the risk of country damage is included, which is seldom covered by American underwriters. The risk is also optional with the English underwriter but the coverage is generally granted.

In this market the usual coverage is "three per cent average each bale," plus the risk of fire after discharge and "while awaiting and during the process of fumigation, the insurer to be free from any loss, or expense, due to the actual process of fumigating."

Drydock Engineers Form New Company

Organization of a new firm of consulting engineers was completed on April 1 when C. A. G. Armstrong and Gunnar C. Engstrand, who for quite a number of years have been associated with William T. Donnelly, 17 Battery place, New York, opened offices under the firm name of Armstrong & Engstrand at 26 Water street, New York.

Mr. Armstrong has made a specialty in recent years of drydock construction, maintenance and operation, while Mr. Engstrand has specialized in engineering design covering drydocks as well as all other forms of marine property. The new firm is the sole representative of the Wheeler Salvage Co. and will also act as marine sales representative of the Arnesto Paint Co. The firm proposes to do a general engineering business as well as to specialize in the development of patents and attend to all engineering details in connection with new inventions.

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Put Idle Troop Ships to Work

Five Hog Island Troopers Are Altered to Maintain First Express Cargo Service Between World's Two Largest Cities

WHEN the armistice of Nov. 11, 1918 brought the war to an end, shipbuilding in the United States had swung into full stride. Public opinion had been thoroughly aroused to the need of ships in great numbers. Plans laid, orders placed, work commenced, the influence of the public state of mind, and the unprecedented increase in overseas trade which followed the war, all combined to give the national shipbuilding program so tremendous a momentum, that it was carried on throughout 1919 and 1920.

Though the greater part of this program consisted of freight ships, the government, recognizing the urgent need of troop transports, and unable to foresee the sudden ending of the war, contracted for the building of 70 standardized troop ships designated as Type B, to be constructed at Hog Island. Orders were also placed in several of the old established shipyards for a total of 23 larger and more elaborate troop ships.

When the question of retrenchment of this great shipbuilding program finally came up for serious attention it was decided among other things to cancel all but 12 of the 70 type B troop ships originally ordered. Plans and specifications for the 23 troop transports ordered from the old yards were revised so that the vessels would be suitable as cargo and passenger ships. All of these vessels were completed accordingly.

A few of the type B were placed in commission and operated by the army for a short period of time. Most of them, however, were never used at all and the remainder were soon returned to the shipping board and added to its laid up fleet. Of the 23 cargo and passenger ships, 7 originally named PANHANDLE STATE, GRANITE STATE, OLD NORTH STATE; WOLVERINE STATE, CREOLE STATE, BLUE HEN STATE and CENTENNIAL STATE are somewhat smaller (522 feet in length) and much slower (about 14 knots) than the remaining 16 which are 535 feet in length and 17 knots in speed. Five of these seven ships and two of the faster ships were placed in transatlantic service. Of the remaining 14 fast ships, 4 are now in operation from New York to South America, and 10 from the Pacific coast to the Orient. For a time, two of the slower ships were also in service on the West coast, first to the Orient and later to South America.

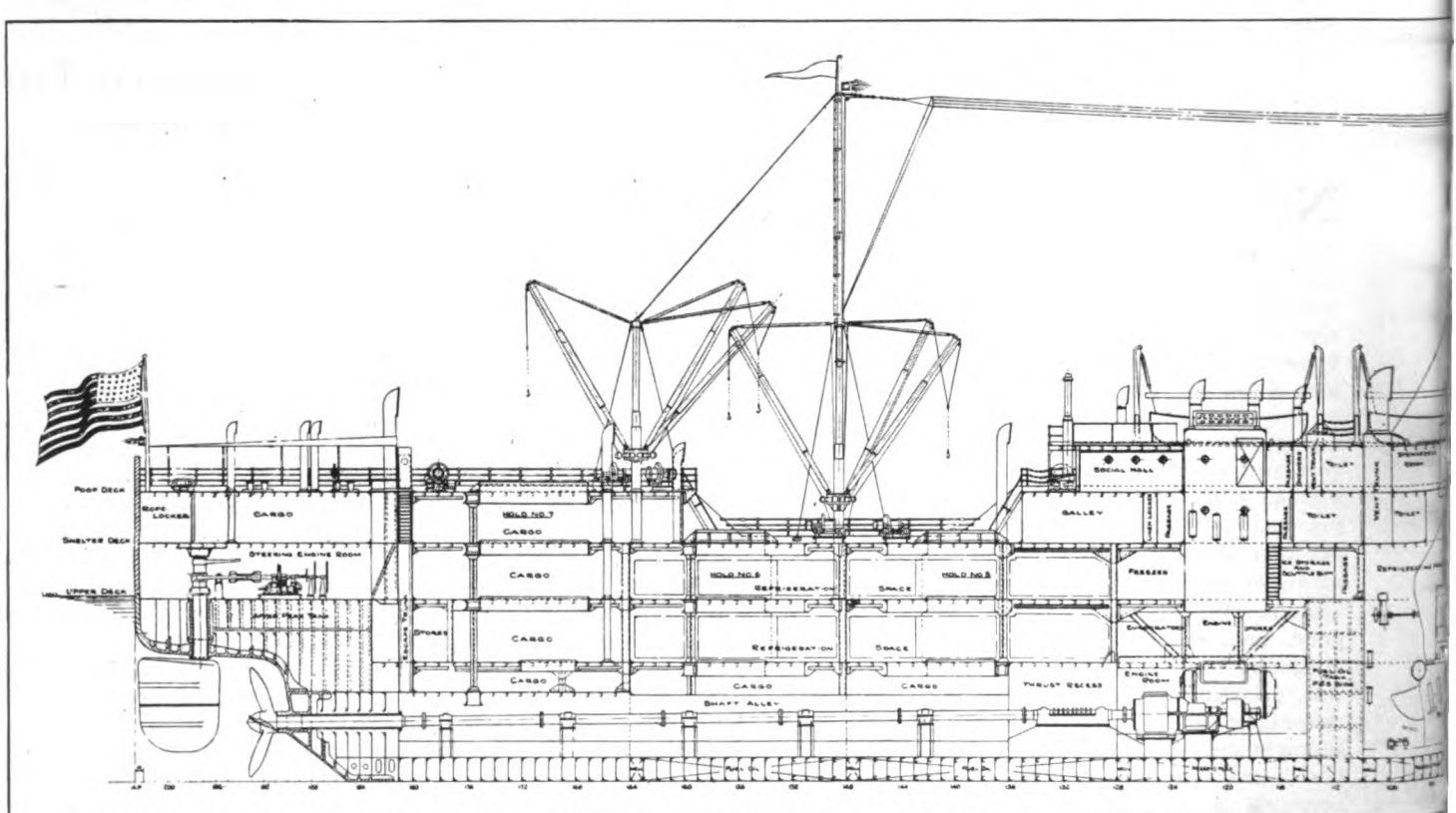
After a considerable period of operation in the transatlantic service it was

Table I

Facts in Conversion of Hog Island Troop Ships

Original names	New names	Shipyards awarded work	Amount of bid	Scheduled date of delivery	Actual date of delivery	Sailing date
Marne	American Trader	Federal Shipbldg. Co.		Feb. 18	Feb. 14	Mar. 6
Tours	American Shipper	Federal Shipbldg. Co.	$1,004,650	Mar. 14	Mar. 19	Apr. 3
Cantigny	American Banker	Fed. Shipbldg. Co.		Apr. 15	*....	†Apr. 24
Aisne	American Merchant	Brooklyn N. Yard	$390,000	Feb. 28	Mar. 7	Mar. 13
Ourcq	Amer. Farmer	Staten Isl. Shipbldg. Co.	$389,500	Mar. 17	Mar. 17	Mar. 27

*Not due for delivery at time of publication.
†Scheduled.



INBOARD PROFILE OF HOG ISLAND TYPE B VESSELS, BUILT ORIGINALLY FOR

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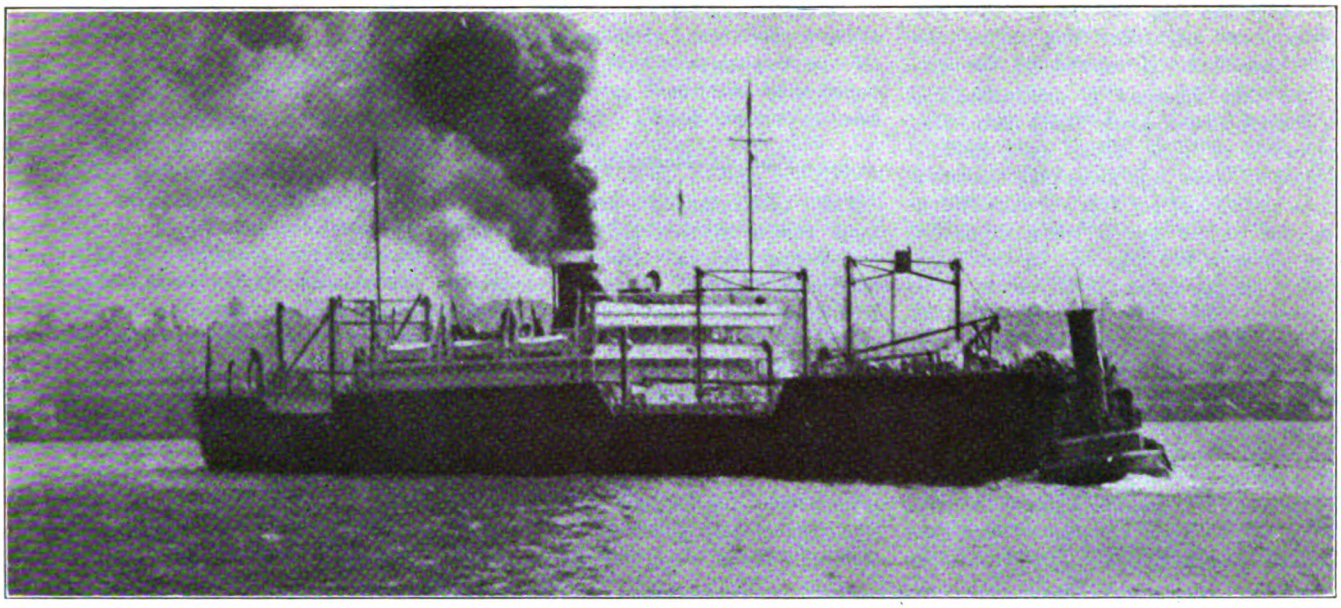
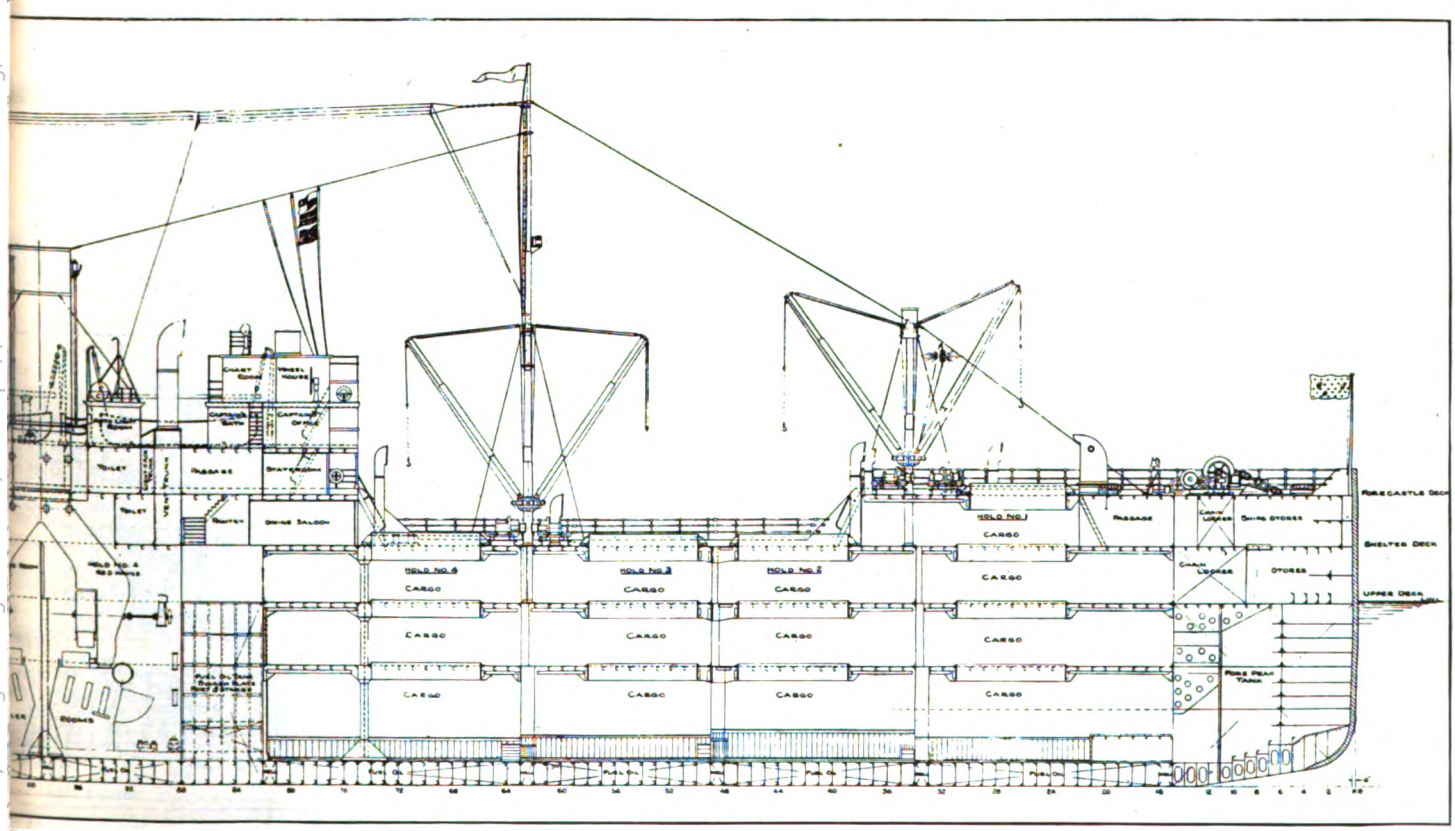


FAST FREIGHTER AMERICAN TRADER WHICH INAUGURATED NEW YORK-LONDON SERVICE

conclusively demonstrated that the five slower ships referred to above and renamed the PRESIDENT POLK, PRESIDENT ADAMS, PRESIDENT VAN BUREN, PRESIDENT MONROE, and PRESIDENT GARFIELD, were a failure in this service. Their passenger capacity was small and they could not attract passengers in the face of existing competition. On the other hand they were too expensive to operate as cargo ships. Consequently when in the fall of 1923 the Dollar Steamship Co. offered to buy all of these five ships as well as their two sister ships, the PRESIDENT HARRISON and PRESIDENT HAYES, and the offer was accepted, both the shipping board and the management of the United States lines were relieved of an expensive burden. The Dollar Steamship Co. is now operating these vessels in a regularly scheduled round-the-world service, for which they are much better fitted and in which they should do well.

About the time negotiations were under way for the sale of these ships, it was proposed that five of the laid up type B troop transports be reconditioned as fast express freight ships with refrigerated cargo space, for a weekly service between New York and London. The two largest and wealthiest communities of the two leading nations of the world were thus for the first time to be served in the interchange of products with a freight service of the finest type. These ships are capable of a sustained speed of 14 knots, making the distance between New York and London in 9 to 9½ days, and a maximum speed of more than 15 knots and can carry a cargo of about 5100 tons, of which about 900 tons may be refrigerated. In this way, a freight service, with a weekly schedule, under



TROOPSHIPS, AS CONVERTED INTO FAST CARGO LINERS FOR TRANSATLANTIC SERVICE

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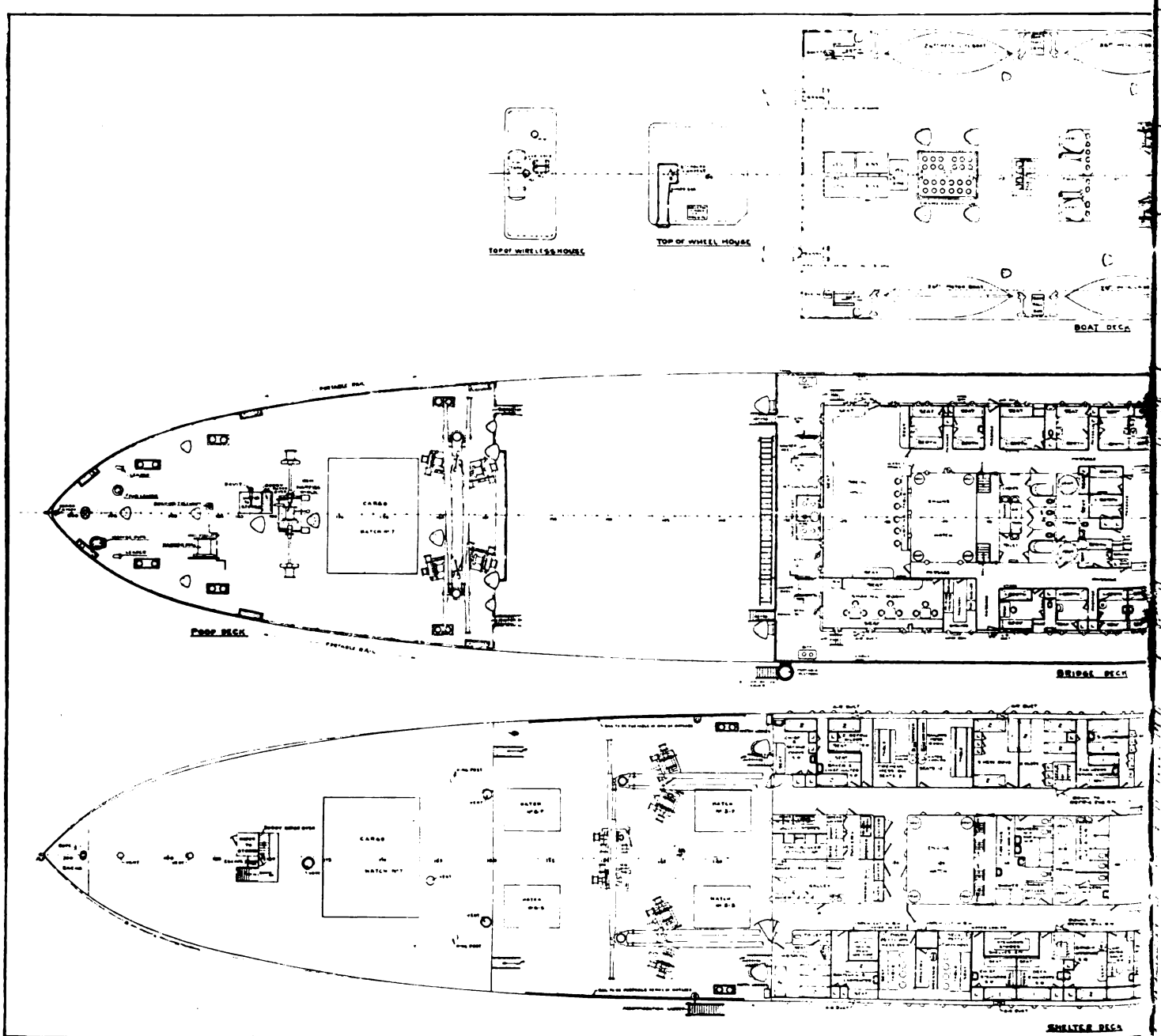
the American flag, superior to that possible under any other flag unless new ships are built, is offered in this run.

The idea appealed to the authorities in charge. Consequently Gibbs Bros. Inc., engineers of New York, were commissioned to draw up plans and specifications and to ask for bids for reconditioning five of the type B troop ships then laid up with the idle fleet in the James river. In November, 1923, eleven yards submitted bids for carrying out this work. Award of contracts was made and work commenced, and all of this work is now about complete. The accompanying Table I gives the names of the ships, the successful bidders, amount of bids, etc. Table II gives hull and machinery data while Table III gives a list of the crew complement and passenger accommodations. The data given in Tables II and III are for these vessels as they are now, after reconditioning. Of the five ships which were reconditioned only one, the CANTIGNY had ever been in service before.

Plan of Reconditioning

The accompanying drawings show these vessels as they are now complete for cargo service. Since they were originally designed as troop transports, it was necessary to remove all troop accommodation consisting principally of standee berths. Openings through bulkheads under the shelter deck were closed up. Crew accommodations were removed from the poop and forecastle and these spaces made ready for cargo. Superstructures on the boat deck aft of the stack have been removed, to improve stability. Built according to a standardized pattern these vessels have no sheer or camber and through a mistaken idea of protection from corrosion due to standing water, the decks had been covered with a thick composition coating. It was found that fissures had developed throughout the coating, thus greatly increasing instead of preventing the corrosive action of water on the deck. This coating was entirely removed. In way of accommodation as an insulation against excessive heat, wooden decks were laid. All accommodations in the middle superstructure are retained, as well as quarters for 12 passengers.

The most important and extensive alteration made was the conversion of Nos. 5 and 6 upper and lower 'tween deck spaces to the carriage of refrigerated cargo. A space of about 50,352



WEATHER DECK ARRANGEMENT OF SPEEDY NEW CARGO LINERS WHIC

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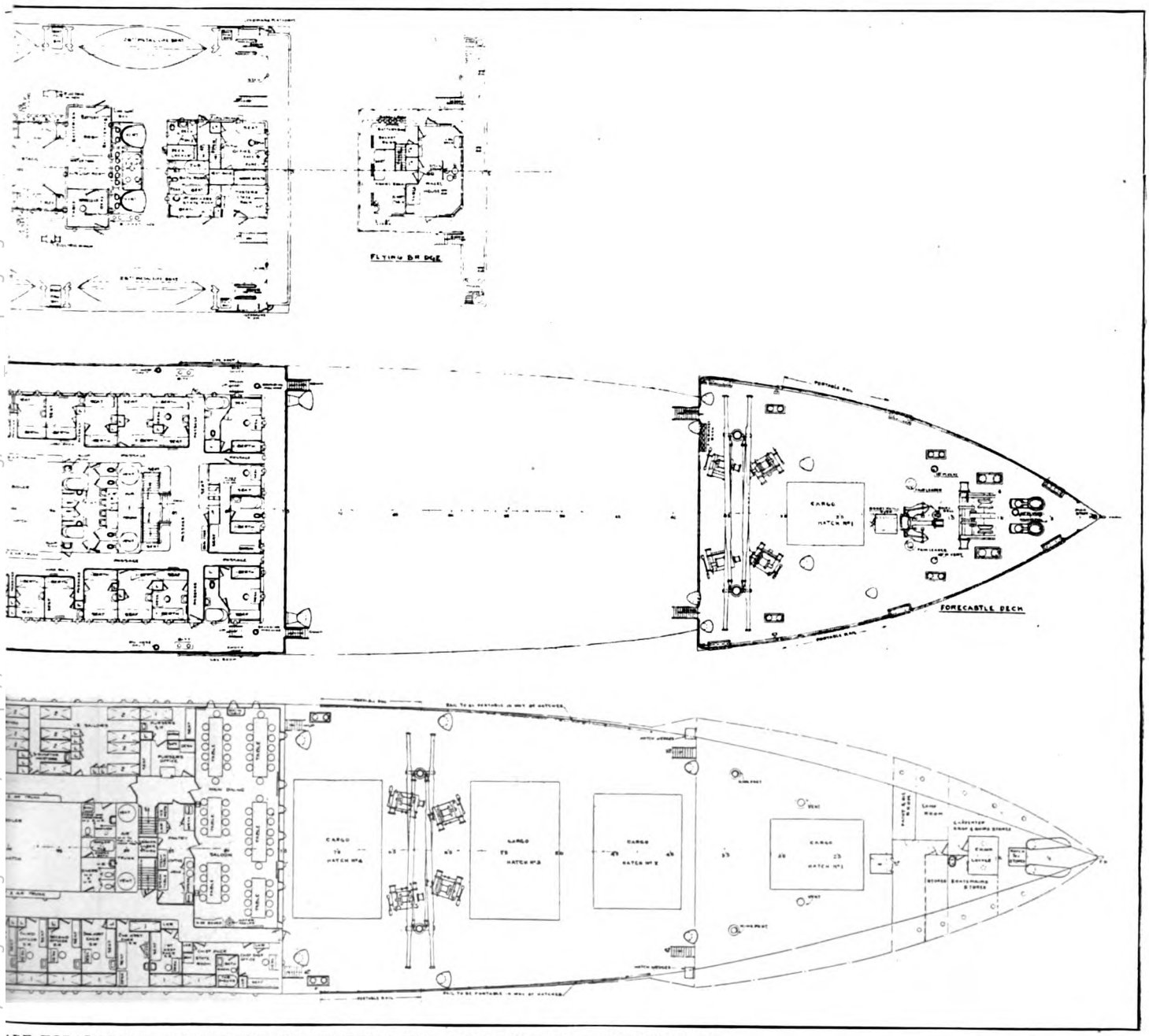
cubic feet gross, was made available for this purpose. Cork in slabs was used as insulation. The original refrigerated spaces were retained, but the existing refrigerating machinery was removed from the upper part of No. 5 hold and relocated in two new refrigerating engine rooms abreast of the after boiler rooms in the 'tween decks. Two new 15-ton capacity ammonia refrigerating sets complete, were added; one in each refrigerating engine room. The AMERICAN MERCHANT was fitted with a York machine and the four others with Brunswick-Kroeschell type. The machinery in each refrigerating engine room is of sufficient capacity to take care of the entire load so that the machinery in one may be overhauled at leisure while the other is operating. Hatches to Nos. 5 and 6 holds had to be changed, due to the conversion to refrigerated space. Two small hatches one on each side of the center line were fitted in place of the single large hatch for each hold. Five additional booms and four new winches were also installed between Nos. 5 and 6 hatches.

Fire and wash deck systems, and the Rich fire detecting system were rearranged to suit a cargo vessel and new conditions. All port lights in the cargo spaces were blanked off with riveted plates and all openings in the water tight bulkheads permanently closed. The electric lighting and power equipment was rearranged and additional fixtures provided for handling cargo. Hatches forward of the bridge enclosure had extra strong backs and hatch covers fitted. A new warping winch was installed in position on the poop deck. Companionways for troop accommodations were removed from the hatches. Lifeboats were reduced to a total of six, three on each side. A new means of access was provided to the lamp lockers forward and to the steering gear aft, through forecastle and poop respectively. A Sperry gyro-steerer was installed. The piping for the steam to the deck was removed from the holds and placed on deck. The original 500 tons of ballast was removed and 1000 tons of permanent ballast properly distributed was placed in the holds, so that the stability of vessel under all operating conditions should be satisfactory.

The turbo-generator was removed and the reciprocating generator sets retained. An auxiliary condenser of 2000 square feet was installed to replace the old condenser. A centrifugal circulating



ARE ESTABLISHING A SERVICE CONNECTING THE WORLD'S TWO LARGEST CITIES

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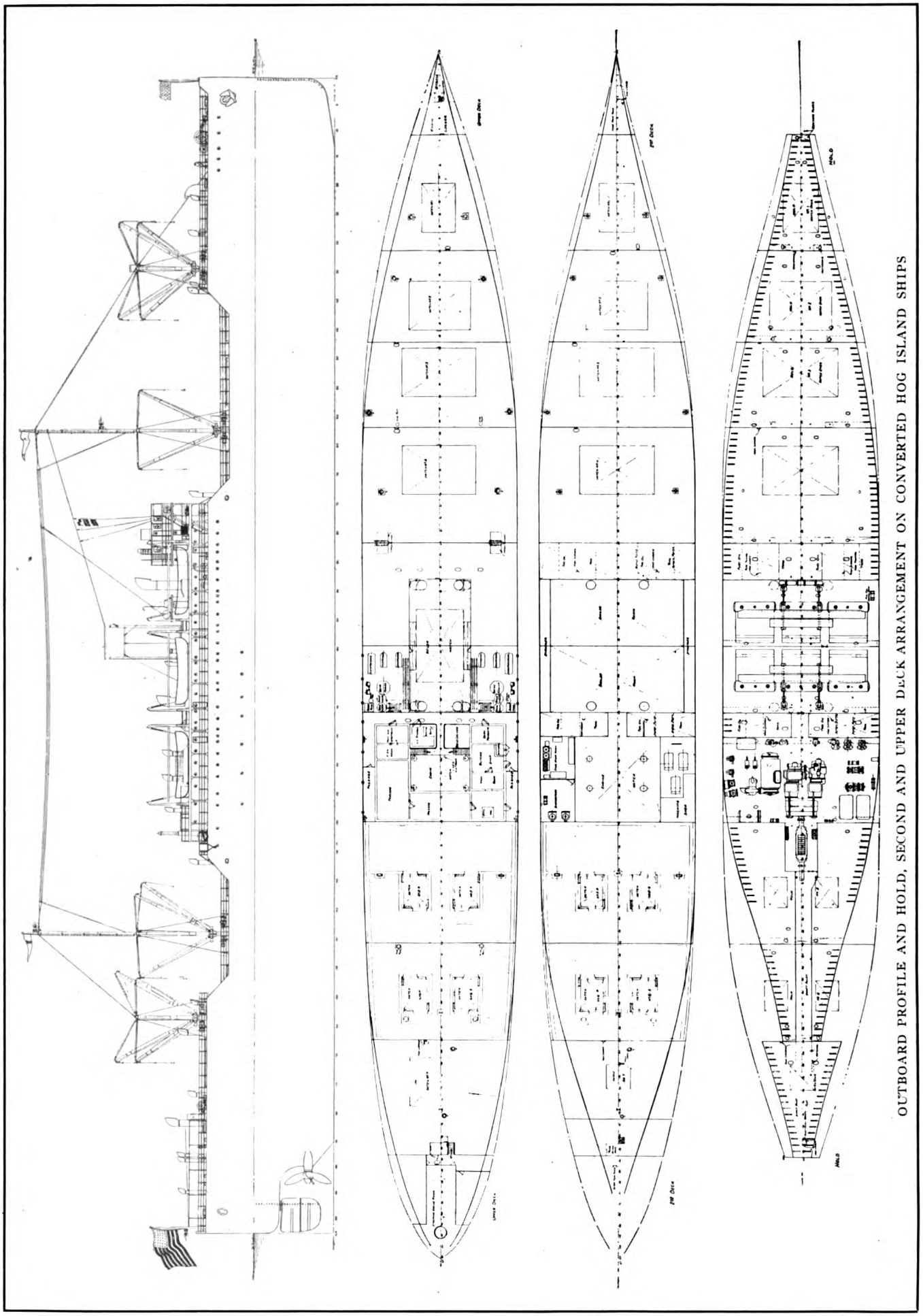

OUTBOARD PROFILE AND HOLD, SECOND AND UPPER DECK ARRANGEMENT ON CONVERTED HOG ISLAND SHIPS

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pump was provided. The rotary condensate pumps for the main condenser were removed and replaced by two simplex vertical reciprocating air pumps. All the main and auxiliary machinery was carefully taken down, inspected, cleaned and replaced in good condition. The boilers were thoroughly cleaned and inspected.

All of the vessels were drydocked, cleaned and subjected to a careful examination and then painted. The steel structure of the vessels throughout was found to be in an excellent state of preservation.

Table II

Hull Particulars

Length between perpendiculars, feet, inches	448—0
Length overall, feet, inches	448—0
Beam molded, feet, inches	58—0
Depth to shelter deck molded, feet, inches	40—0
Depth to upper deck molded, feet, inches	30—6
Depth to second deck molded, feet, inches	20—0
Load draft to bottom of keel, feet, inches	31—⅛
Freeboard, feet, inches	9—2½
Deadweight about, tons	8130
Displacement, tons	15,100
Bale cargo capacity, cubic feet	318,730
Refrigerated cargo capacity, gross, cubic feet	50,352
Refrigerated cargo capacity, net cubic feet	39,709
Ship's refrigerated stores, cubic feet	2,755
Total refrigerated capacity, cubic feet	42,464
Fuel oil capacity, tons	1804.6
Fuel oil capacity, barrels	12,214
Fuel oil capacity, U. S. gallons	513,080
Ballast tanks, tons	2224.0
Drinking water, gallons	9,300
Reserve feed, tons	597.2
Light draft, about, feet, inches	15—11
Displacement, light tons	6,970

Machinery Particulars

6—B. & W. Boilers, induced draft.	
Heating surface, square feet	17,400
Main engine—General Electric Curtis turbine with double reduction gears, standard horsepower	6,000
Single screw	
Normal sea speed, knots	15
Average fuel consumption per day about, tons	60

Launchings at Frisco

The Shell oil barge No. 5 was launched in March at the Union plant of the Bethlehem Shipbuilding Corp., San Francisco. The keel of the new barge was laid Jan. 3. The barge has a capacity of 5000 barrels of oil and will be used on San Francisco bay for fueling ships.

On March 17 the first steel steamer to be launched in San Francisco bay for many months, took to the water from the ways of the Hanlon Drydock & Shipbuilding Co., Oakland, Cal. The new freighter is DAN F. HANLON and is 286 feet long. She will be used in the Pacific coast lumber trade. She was christened after the president of the shipbuilding company.

Deliver Another Fast Scout Cruiser

The new scout cruiser TRENTON, one of five large sister ships of great speed built or now building for the United States navy at the plant of the William Cramp & Sons Ship & Engine Building Co., Philadelphia, has completed her official trial trip. The trials were run under the direction of J. Harry Mull, president and general manager of the Cramp company.

According to the builder, the vessel exceeded all government requirements, the official records showing that the engines developed 92,400 horsepower, well in excess of the 90,000 required, and made a speed of 34.11 knots in a 4-hour high speed test. Propeller revolutions per minute were 363.06. The general behavior of the big vessel under stress is reported as highly satisfactory.

Vessels of this type have been held by experts to be the most desirable ships in the navy today. Three outstanding features of these ships are: First, the tremendous speed obtained; second, a powerful offensive battery, and, third, a cruising radius large enough to carry the good will and prestige of America to foreign ports seldom graced by the usual flow of tourists.

The United States navy will have 10 vessels of this type when all now under construction in shipyards throughout the country are completed. The Cramp company had contracts for five and the TRENTON was the third launched. She left the ways April 16, 1923, having been preceded by the RICHMOND and CONCORD. The MARBLEHEAD, launched Oct. 9, 1923, is scheduled to go into commission next July. The MEMPHIS, not yet launched, will be completed in November.

Measuring 555 feet 6 inches in length over all, 550 feet between perpendiculars and 55 feet in breadth at load water line, the cruiser TRENTON is modeled like a United States destroyer except that she is seven times as big as the largest destroyer and just as fast. Her speed is greater than 35 knots or more than 40 statute miles per hour. Trial displacement is about 7100 tons with a mean draft of 13 feet 6 inches. With a full load, the displacement will be materially increased and draft will be over 15 feet.

Four propellers are each driven through reduction gearing by cross-compound Parsons turbines, and, in addition, geared cruising turbines are provided for the additional economy at speeds of 20 knots and below. At maximum power, the main turbines are capable of developing 100,000 shaft horsepower. Steam for these great turbines, which are among the most powerful ever built, is supplied by 12 express type watertube boilers, burning oil fuel. The tubes for this battery of boilers, if laid end to end in a straight line, would reach a distance of 70 miles.

The main battery consists of twelve 6-inch 53-caliber rapid fire guns. Four of these guns are mounted on the centerline in twin mounts, having revolving shields. The remaining eight guns are mounted on the broadside in sponsons, having fore and aft and beam fire. The broadside guns are mounted in two stories, special framing being worked for the support of the upper tier of guns. The secondary battery consists of two 3-inch 50-caliber antiaircraft guns and two 3-pounders. Two triple and two twin above-water torpedo mounts are also provided.

The functions of this type of light cruiser are varied, as primarily they are to serve as scouting vessels and are, therefore, fitted with powerful radio apparatus. In addition to scout cruiser duty, the vessels are outfitted for carrying and launching airplanes, and are fully equipped with mine laying apparatus. The vessels are also fitted to be used for flotilla leaders for destroyer squadrons in time of need. The vessels as designed combine the duties of scout cruiser, flotilla leader, mine layer and airplane carrier.

Table III

Crew Complement and Passenger Space

Deck Department

1	Master
1	Chief Officer
1	Second Officer
1	Third Officer
1	Boatswain
1	Carpenter
3	Quartermasters
8	A. B. Seamen
4	Ordinary Seamen
2	Radio Operators
23	

Engine Department

1	Chief Engineer
1	First Assistant Engineer
1	Second Assistant Engineer
1	Third Assistant Engineer
1	Chief Refrig. Engineer
2	Refrig. Oiler
1	Deck Engineer
3	Water Tenders
3	Main Engine Oilers
6	Firemen
1	Eng. Storekeeper
21	Total Engine Dept.

Stewards Dept.

1	Chief Steward
1	Chief Cook
1	Second Cook
1	Baker
1	Cabin Waiter
3	Messboys
8	
1	Purser

Total in Crew Complement=53

Passenger Accommodations

1	in suite consisting of Bedroom, Bath and Sitting Room for 1 person
2	in 1-berth staterooms with private bath.
9	in 1-berth stateroom without bath.
12	equals Total Number of Passengers.

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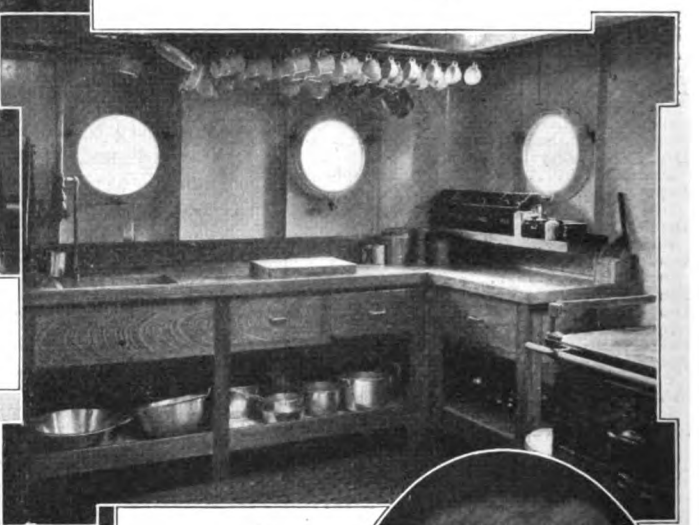
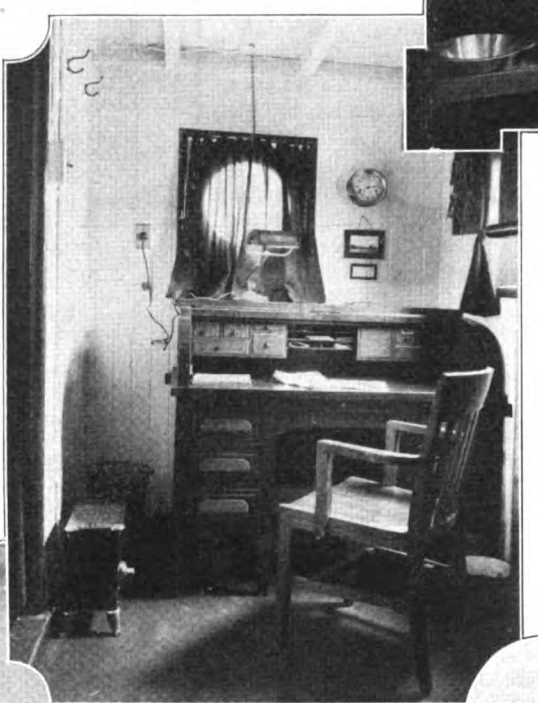
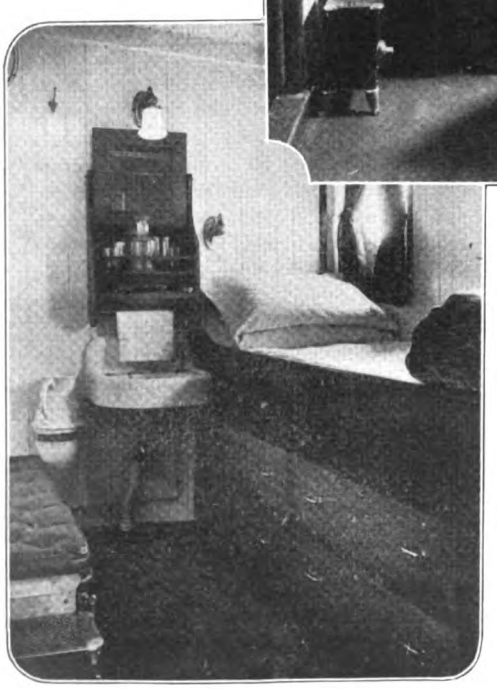
Photographs from Far and Near

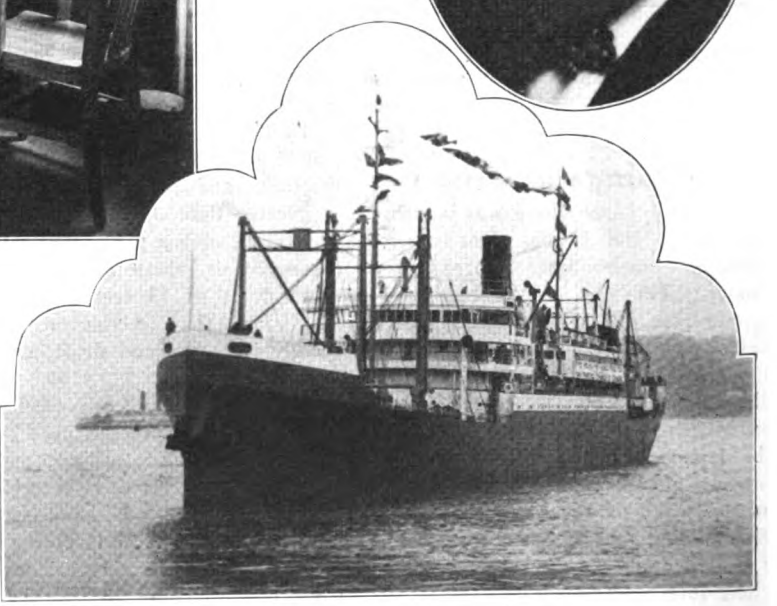
Engineers on trial trip of electric-diesel barge J. H. Senior. The tanker is fully described on pages 168-174 of this issue





Interiors on tanker J. H. Senior. Below, captain's cabin and at right his office. Beyond is the galley





R. Stanley Dollar, vice president of the Dollar Steamship Line, who is making a big place for himself in American shipping. The President Garfield is one of the seven round-the-world liners which he purchased

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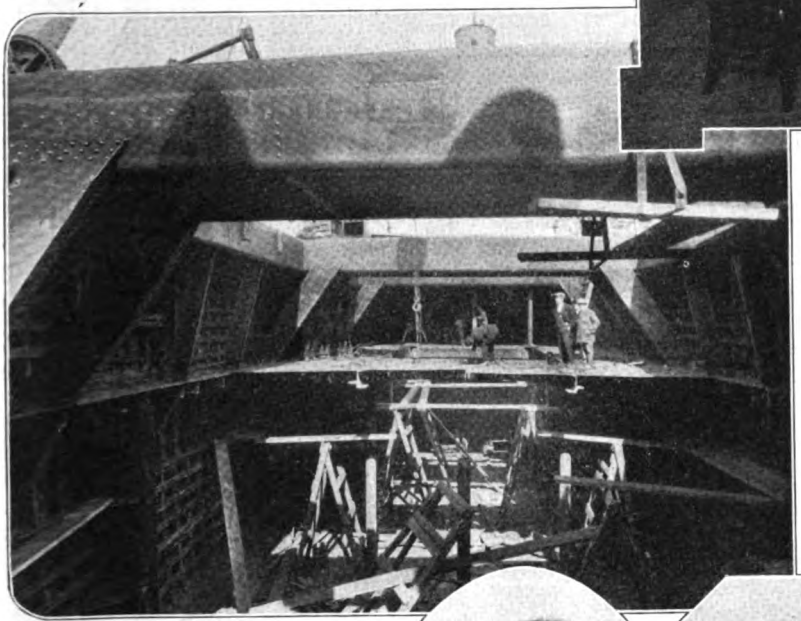
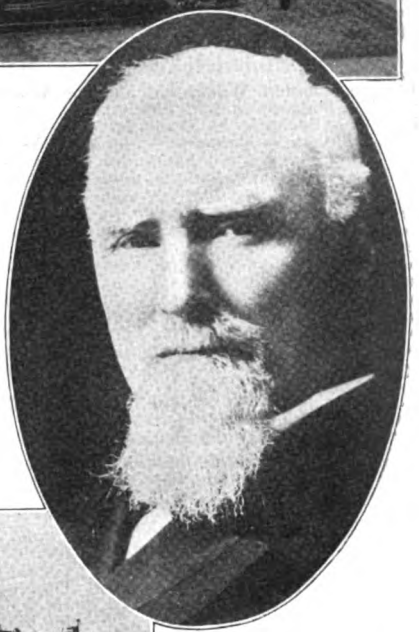
Latest Marine News in Pictures

First photograph of shipping board as now organized. Left to right, Meyer Lissner, California; W. S. Hill, South Dakota; E. C. Plummer, Maine, vice chairman; T. V. O'Connor, New York, chairman; W. S. Benson, Georgia; F. I. Thompson, Alabama, and Bert E. Haney, Oregon

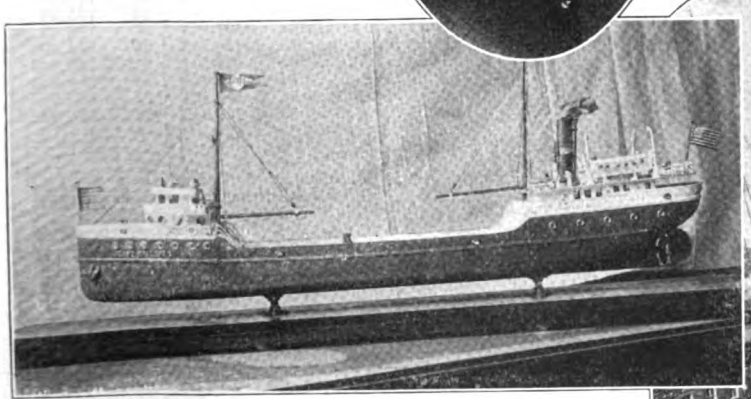
Built 12 years ago by Great Lakes Engineering Works for coastwise service, steamer Robert M. Thompson below is being refitted by New York Harbor Dry Dock Co. for lake trade

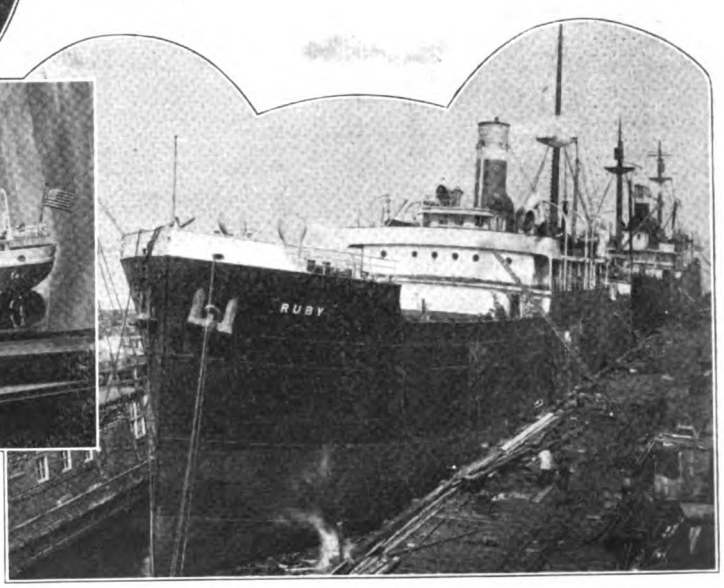




Believed to be the first one-man built model of a lake freighter. Frank Morrison, Cleveland, compass adjuster, known to all lake men, built this model of the Jesse Spalding, now the Vindal, in memory of his son who owned and captained her. He made every part himself

Capt. Robert Dollar, celebrating his 80th year by taking the complete trip on one of his seven round-the-world liners





Steamer Ruby, like her sister ship above, is being made ready to go back to lake trade for the George Hall Coal Corp.

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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924 ..	418	1,517,503	459	1,694,905
February	378	1,467,340	445	1,738,675
January	370	1,513,056	434	1,749,172
December, 1923.	383	1,507,914	445	1,658,423
November	418	1,768,503	461	1,976,338
October	462	1,868,446	489	1,993,758
September	428	1,818,981	477	1,978,023
August	468	1,855,045	520	2,039,732
July	462	1,799,886	490	1,962,302
June	466	1,799,908	518	2,075,654
May	500	1,849,548	501	1,874,019
April	469	1,818,531	467	1,788,555
March	477	1,764,093	494	1,857,212

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924....	80	203,260	66	190,240
February	86	224,309	64	186,373
January	60	151,915	53	155,550
December, 1923.	78	227,055	64	190,644
November	78	198,122	54	135,077
October	93	241,457	64	178,279
September	92	236,293	74	182,700
August	97	251,295	73	180,771
July	109	269,158	77	177,700
June	102	257,507	69	191,633
May	105	267,441	82	207,209
April	87	218,177	83	229,333
March	111	306,580	76	209,261

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924....	89	262,438	50	132,863
February	99	307,627	44	133,504
January	84	250,335	47	116,832
December, 1923.	102	285,125	48	130,115
November	91	305,230	60	166,404
October	118	354,296	59	156,940
September	117	307,719	79	185,726
August	126	302,391	86	178,706
July	146	337,033	85	174,106
June	176	319,135	128	176,853
May	159	328,183	108	176,845
April	106	328,372	67	197,510
March	106	330,766	51	139,776

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924	23	79,648	22	72,517
February	20	67,476	22	69,594
January	22	56,749	23	59,235
December, 1923.	29	104,724	26	100,583
November	25	80,910	24	74,849
October	19	39,456	15	32,471
September	9	22,724	10	25,582
August	11	24,155	8	18,838
July	8	18,148	9	17,770
June	7	22,613	8	25,941
May	8	16,470	11	17,781
April	22	75,012	29	100,274
March	29	94,128	31	83,391

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924 ..	7	33,895	6	23,517
February	10	39,388	8	35,236
January	8	33,215	7	28,927
December, 1923.	12	43,345	7	23,294
November	5	23,038	6	15,700
October	8	30,248	9	24,821
September	9	31,514	12	41,646
August	9	34,323	9	27,664
July	10	25,155	7	29,316
June	7	25,466	5	17,238
May	9	31,731	8	38,870
April	10	33,783	12	41,352
March	8	31,910	8	34,367

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924 ..	98	297,869	110	331,665
February	98	310,158	107	335,108
January	85	270,169	99	315,804
December, 1923.	117	365,142	110	354,229
November	90	280,617	91	279,278
October	96	285,871	95	297,366
September	94	292,315	99	297,965
August	100	303,073	92	262,306
July	130	390,465	137	395,206
June	140	407,872	135	406,138
May	156	476,041	160	468,248
April	159	470,698	138	416,969
March	123	375,762	117	354,803

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924 ..	19	55,501	81	243,095
February	36	105,253	90	259,085
January	31	96,074	79	249,575
December, 1923.	30	86,444	75	219,325
November	24	65,263	83	239,807
October	18	56,473	65	188,805
September	14	37,823	65	184,646
August	36	113,070	81	244,366
July	41	108,465	108	296,197
June	36	107,218	66	190,218
May	62	188,850	93	286,420
April	21	65,350	73	212,453
March	16	51,333	71	200,858

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924 ..	57	176,379	88	287,398
February	55	152,950	80	236,761
January	70	210,110	96	317,105
December, 1923.	71	219,767	106	313,231
November	61	172,824	95	301,148
October	83	209,343	108	334,544
September	64	164,854	100	290,715
August	69	172,330	92	257,371
July	70	178,601	77	198,200
June	77	178,013	82	209,893
May	78	181,759	97	256,745
April	65	162,317	77	209,388
March	58	170,841	97	287,278

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924 ...	103	112,577	89	97,276
February	83	83,118	78	84,678
January	69	79,224	70	82,775
December, 1923.	71	88,377	71	91,121
November	80	97,642	85	97,599
October	83	103,328	82	95,506
September	69	77,687	74	84,612
August	80	94,591	82	93,028
July	88	96,514	86	97,260
June	93	105,045	93	102,123
May	97	102,033	95	101,422
April	84	85,964	83	88,475
March	91	88,639	90	83,220

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924....	27	103,891	32	118,406
February	13	46,619	87	218,152
January	12	47,848	25	97,674
December, 1923.	30	99,748	34	120,487
November	30	113,362	34	120,487
October	21	78,191	48	174,275
September	23	86,194	41	138,470
August	17	64,218	31	106,478
July	19	66,048	24	86,474
June	22	87,147	25	87,419
May	16	58,889	21	72,663
April	17	62,287	22	84,940
March	16	69,514	22	78,124

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924...	225	542,040	222	538,642
February	217	604,411	227	610,455
January	217	595,087	220	588,703
December, 1923.	239	632,193	231	634,300
November	216	575,102	218	605,923
October	226	605,211	239	649,791
September	205	548,914	169	444,881
August	235	605,671	249	639,802
July	237	602,017	227	587,966
June	230	584,271	226	572,211
May	221	550,817	237	603,128
April	234	612,572	237	623,539
March	253	648,990	269	682,080

San Francisco

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924....	57	196,588	62	210,134
February	53	185,226	59	211,896
January	65	215,020	68	229,206
December, 1923.	63	209,105	68	234,960
November	69	281,081	70	245,152
October	56	205,175	71	249,035
September	43	165,798	63	209,930
August	64	208,625	65	224,918
July	68	244,530	58	189,348
June	59	204,204	65	227,566
May	64	230,778	69	244,321
April	61	199,831	63	227,467
March	50	168,399	71	237,195

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924 ..	57	206,620	45	191,152
February	48	189,146	54	213,851
January	57	233,002	60	242,577
December, 1923.	48	206,466	52	224,112
November	48	199,115	46	191,022
October	39	184,717	47	200,668
September	32	142,052	40	159,006
August	39	173,885	37	163,188
July	30	148,607	32	149,239
June	36	147,186	39	184,732
May	29	133,752	37	159,393
April	32	141,569	31	133,950
March	28	129,070	30	138,428

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924 ..	83	178,637	84	182,491
February	79	168,182	86	174,517
January	81	158,416	83	159,081
December, 1923.	83	165,163	75	156,579
November	74	148,297	78	145,886
October	68	123,532	60	120,606
September	60	126,005	52	105,247
August	64	191,968	67	146,191
July	73	136,242	66	123,405
June	64	136,311	61	132,863
May	74	167,509	74	174,851
April	85	199,871	82	163,074
March	88	203,032	88	206,285

Houston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1924	88	113,064	87	411,715
February	62	82,601	65	228,178
January	60	55,037	58	267,066
December, 1923.	74	73,876	70	304,359
November	84	83,490	82	350,703
October	75	24,076	70	268,416
September	66	58,704	61	92,664
August	58	43,258	56	211,348
July	48	42,447	48	177,666
June	49	72,875	50	197,081
May	54	60,640	50	182,691
April	47	72,722	55	119,521
March	54	69,428	51	135,906

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Marine Societies Plan Spring Meeting

A spring get-together meeting of those interested in an American merchant marine will be held under the auspices of the American Marine association on May 15. The gathering will be at a dinner in the Waldorf Astoria, New York.

Frank Shipman, president of the American Marine association, said, in commenting upon this dinner: "We have several important questions affecting the merchant marine which should be considered by a representative body such as we will have at this dinner. These matters will be presented at the meeting, perhaps in resolution form, so that definite action may be taken in the name of the American Marine association and the marine congress."

Speakers At Dinner

Congressman George W. Edmonds, Philadelphia, and Admiral Leigh C. Palmer, president of the Emergency Fleet corporation, will both speak at the dinner and conference of the American Marine association to be held at the Waldorf-Astoria in New York on the evening of May 15. Other prominent speakers will also address this spring gathering of the Marine association.

Representative Edmonds is known throughout the country as one of the leading members of congress in regard to marine affairs. He was the leading advocate of the plan for placing diesel engines in shipping board vessels and has been active for beneficial marine legislation since entering congress.

Frank Shipman, president of the American Marine association, will shortly announce other speakers of national prominence who will address the May dinner and meeting.

Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to April 8, 1924, on Future Loadings

NOTE: FREIGHT RATES HAVE HELD STEADY OR ADVANCED.

New York to	Grain	Provisions	Cotton (H. D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel	REMARKS Freight Offered
Liverpool	3s 0d‡	$0.50	$0.25	$0.22	$0.40	$0.75	$7.00T	Good
London	2s 9d‡	0.50	0.25	0.22	0.40	0.75	7.00T	Good
Christiania	$0.22	0.45	0.40	0.27	0.42½	0.85	8.00T	Good
Copenhagen	0.22	0.45	0.40	0.26	0.42½	0.85	8.00T	Good
Hamburg	0.16	0.35	0.32½	0.20	0.37½	0.75	8.00T	Good
Bremen	0.12	0.35	0.27½	0.20	0.37½	0.75	8.00T	Very Good
Rotterdam	0.16	0.30 to 0.32½	0.30	0.21	0.35	0.70	7.50T	Very Good
Antwerp	0.13	0.32½	0.25	0.22	0.35	0.70	7.00T	Good
Havre	0.16	0.50	0.25	0.27½	0.40	0.75	8.00T	Good
Bordeaux	0.16	0.50	0.25	0.27½	0.40	0.75	8.00T	Good
Barcelona	0.20 to 0.25	12.00T	0.40	10.00T	—12.00T—		10.00T	Fair
Lisbon	0.20	0.65	0.40	7.00T	—20.00T—		7.00T	Fair to Good
Marseilles	0.17	0.55	0.50	5.60T	—20.00T—		5.00T	Improved
Genoa	0.19	0.50	0.35	0.30	0.40	0.80	6.00T	Good
Naples	0.19	0.50	0.35	0.30	0.40	0.80	6.00T	Fair
Constantinople	0.23	17.00T	0.75	0.32½	—20.00T—		9.00T	Quiet
Alexandria	0.25	17.00T	0.75	0.32½	—20.00T—		9.00T	Fair
Algiers	0.20	0.75	0.75	0.30	—20.00T—		7.00T	Very Slow
Dakar	.....	14.50T	.....	12.00T	—20.00T—		10.00T	Good
Capetown	7.00T	10.00T	.....	7.50T	—10.00T—		8.00T	Very Good
Buenos Aires	.....	18.00 to 20.00T	.....	.....	18.00 to 20.00T†		7.00 to 7.70T	Good
Rio de Janeiro	.....	19.00 to 21.00T	.....	7.00 to 7.70T	19.00 to 21.00T†		6.00 to 6.60T†	Fair
Pernambuco	.....	22.00T	.....	9.00T	—22.00T—†		8.60T†	Fair
Havana	0 22½ to 0.30*	0.42½*	.....	0.22½*	0.54*	1.08*	0.20*	Fair
Vera Cruz	0.25	0.40	0.45	0.25	0.52½	1.05	0.30 to 0.35	Good
Valparaiso	.....	1.07	.....	0.70	0.45	0.80	10.00T	Fair to Good
San Francisco	.....	0.40 to 0.70	.....	0.75 to 1.10	....	2.50	0.55 to 1.00	Very Good
Sydney	.....	18.00T	2.50	18.00T	18.00–24 00T		9.00–12.00T	Very Good
Calcutta	.....	16.00T	0.60	15.00T	—16.00T—		10.00T	Very Good

T—Ton. ‡Per quarter of 480 lbs. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$5.50 to 6.00
South California	6.00 to 6.50
Hawaiian Islands	10.00 to 10.50
New Zealand	15.00 to 16.00
Sydney	14.00 to 15.00
Melbourne-Adelaide	15.00 to 17.00
Oriental Ports	10.00 to 13.50
Oriental Ports (logs)	15.00 to 18.00
Peru-Chile	13.00 to 15.00
South Africa	19.00 to 20.00
Cuba	13.00 to 15.00
United Kingdom	80s to 90s
United Kingdom (ties)	70s to 80s
Baltimore-Boston range	$14.00 to 15.00
Baltimore-Boston range, (ties)	Not quoted
Buenos Aires	14.00

Flour and Wheat

Oriental Ports (net ton)	$ 5.00 to 5.50
U. K. and Continent (gross ton)	32s 6d to 37s 6d
Mediterranean	37s 6d to 40s

General Merchandise

Oriental ports	$12.00

Steel

Oriental Ports	$6.50T to 8.00T

Sulphate of Ammonia

Oriental Ports	$9.00

Cigarets

Oriental Ports	$12.00

Agricultural Implements

Oriental Ports	$10.00

Machinery

Oriental Ports	$10.00

Automobiles

Oriental ports	$10.00

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	32	6
Coal, South Wales to Near East	14	0
Coal, United Kingdom to Hamburg	5	6
Manganese Ore, Poti to Philadelphia	$4.00	
Pig iron, or ferromanganese, United Kingdom to New York or Philadelphia	14	6
Iron ore, Bilbao to Middlesbrough	8	0
Iron ore, North Africa to Philadelphia	7	0
General British market, six months time charters, per ton per month	4	0

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
April 11, 1923	$6.75@7.50	$1.76½	5.10@5.35c
July 11	5.50@7.00	1.76½	4.40@5.50c
Oct. 11	5.25@6.85	1.51½	4.00@4.50c
Jan. 9, 1924	5.25@6.50	1.41½	4.63@5.42c
Mar. 8	5.00@6.50	1.66½	5.15@5.50c
April 8	4.50@6.50	1.66½	5.51c

At Philadelphia

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
April 10, 1923	$6.00@6.50	1.875	5.10 cents
July 9	5.25@6.25	1.62 @1.73	4.35@4.60c
Oct. 11	5.00@5.50	1.36½@1.51	4.12@4.36c
Jan. 9, 1924	4.90@5.70	1.415	3.86c
Mar. 7	4.50@5.50	1.955	5.41@5.65c
April 8	4.25@5.25	1.955	5.41@5.65c

Other Ports

Boston coal, per ton	$7.10
Boston, oil, f. a. s., per barrel	$1.30
Hampton Roads, coal, per ton t.i.b.	4.40@5.00
Cardiff, coal, per ton	21s 6d
London, coal per ton	29s
Antwerp, coal per ton	28s

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name	Date	Nature	Place	Damage Resulting
Apache	Mar. 11	Fire	Atlantic Highlands	Mdse. sli. dam.
Adige	Mar. 14	Hvy. weather	At sea	Sup. struc. con. dam.
A. W. Chisholm	Mar. 19	Grounded	Barbados	Leaking
Anna B	Mar. 20	Fire	New York	Slight dam.
Albert C. Hall	Mar. 21	Fire	Brooklyn	Slight dam.
Anahuac	Mar. 25	Aground	Pea Patch	Floated
American Merchant	Mar. 24	Collision	River Thames	Heavy
Ampetco	Mar. 24	Ashore	W. of River Scheldt	Slight
Ann Arbor No. 6	Mar. 22	Ice	Georgian Bay	Lost wheel
Amir Maru	Mar. 10	Holed	Antwerp	Ext. intern. dam.
Ascania	Mar. 12	Aground	Westport	Not stated
Alstad	Mar. 13	Struck rocks	off Colonia	Leaking
Austrian	Mar. 11	Disabled	Constantinople	To forepeak
Admiral Hamilton	Mar 14	Collision	Falmouth	To bridge & deck
Andre Chenier	Mar. 12	Disabled	Marseilles	Def. mchy.
Aalsum	Mar. 20	Collision	Barry	Some dam.
Allegiance	Mar. 20	Disabled	off Flamboro Head	Def. mchy.; strbrd. eng. cyl. cover broken
Australia	Mar. 14	Water in eng. room	off Arkona	Mchy. dam.
Ayaha Maru	Mar. 28	Adrift	At sea	In tow
Avon Queen	Apr. 4	In distress	Marquesas Buoy	Not stated
Admiral Rodman	Apr. 4	Aground	Pt. Calvert	Not stated
Antigoon	Mar. 18	Hvy. weather	Antwerp	Badly dam.
Bert E. Haney	Feb. 27	Collision	San Francisco	Dam. slight
Butetown	Mar. 17	Hvy. weather	At sea	Lost anchs.; dam.
Bleakley	Mar. 20	Fire	New York	Slight dam.
Bolingbroke	Mar. 10	Ashore	nr. Brunsbuttelkoog	Slight
Basarabia	Mar. 13	Ashore	Newmidia	Not stated
Baumwell	Mar. 12	Collision	Ronne	To stern & rud.
Banbury Castle	Mar. 12	Leaking	Greenock Harbour	No. 1 hold filled
Bilbeis	Mar. 17	Grounded	nr. Nissyros	Water in holds & eng. room
Bampton	Mar. 15	Disabled	Ponta Delgada	Small to mchy.
Beatrice	Mar. 17	Disabled	Halifax	Lost anchs.
Blossom Heath	Apr. 3	Fire	Bay Ridge	Dam. slight
Byron D. Benson	Mar. 20	Disabled	Gatun Locks	3 plates indented
Bonita	Apr. 3	Disabled	Pt. Judith	Pist. rod & con. rod box broken
Comet	Mar. 4	Disabled	off Sandy Hook	Lost anchor
Crisfield	Mar. 4	Disabled	at sea	To high pres. cyl. rod
Chas. Whittemore	Mar. 12	Disabled	Princess Bay	Eng. broke down
Commonwealth	Mar. 10	Not stated	Pt. Richmond	Sunk
City of Alton	Mar. 9	Fire	Robins Reef	Dam. slight
Corson	Mar. 17	Hvy. weather	At sea	Bilge pump & suction pipes choked
City of Tokio	Mar. 18	Hvy. weather	At sea	Consid. dam. leaking
Canada	Mar. 16	Disabled	nr. Bermuda	Not stated
Carplaka	Mar. 20	Disabled	Charleston	Steerer trouble
City of Pittsburgh	Mar. 25	Disabled	New York	Leaking
Currier	Mar. 25	In distress	New York	Not stated
Clan Macwilliam	Mar. 10	Fire	Apia	No dam.
Corona	Mar. 14	Ashore	Almagrund	Sunk to prevent ice dam.
Cranford	Mar. 13	Collision	Bremen	Stem dam.
Cape Negre	Mar. 19	Disabled	Constantinople	In tow
Canadian Conqueror	Mar. 25	Fire	St. John	Not stated
Commercial Spirit	Mar. 26	Aground	Seven Foot Knoll	Floated
Citta di Messina	Mar. 5	Ice	S Nicolaieff	Prop. dam.
City of Savannah	Mar. 31	Collision	nr. Boston	Stem twisted
Choluteca	Apr. 1	Heavy gale	At sea	To mast & wireless
Coquetmede	Mar. 21	Struck breakwater	Barry	Side plates dam.
Coalinga	Apr. 4	In distress	S Los Angeles	Not stated
Dunclutha	Mar. 5	Collision	North River	Stern stove in
Dazellite	Mar. 8	Collision	Sandy Hook	Stern dam.
Dunclutha	Mar. 21	Disabled	NE Barnegat	Circ. pump broken
Dorothea L. Brinkman	Mar. 22	Ashore	S of Oregon Inlet	Heavy
Dova Lisboa	Mar. 14	Collision	Falmouth	Bows dam.
Dorset	Mar. 19	Fire	Glasgow	Not ser.; cargo dam.
D'Iberville	Mar. 18	Grounded	Leixoes	No dam.
Diamant	Mar. 19	Collision	River Scheldt	Damaged
Durham Coast	Mar. 17	Collision	Aberdeen Harbor	Slight
Durgan	Mar. 18	Collision	Falmouth Harbor	To side
Dallas	Mar. 31	Fire	Long Island	Slight
Delaware Sun	Mar. 26	Aground	Galveston	Undamaged
E D F. Scow	Mar. 6	Fire	New York	Not report'd
Ermland	Mar. 2	Hvy. weather	At sea	Lost anchor
El Mar	Mar. 12	Disabled	At sea	Boiler
Eastern Crown	Mar. 13	On rocky bottom	Woodshole	Floated
Enterprise	Mar. 12	Not stated	off Robbins Reef	Sunk
Esther K	Mar. 13	Disabled	At sea	Leaking
Eagle	Mar. 20	Disabled	off Tortugas	Not stated
E D Kingsley	Mar. 24	Fire	nr. Columbia River	Jettis. deck-load
Emilie L D	Mar. 10	Struck quay	Copenhagen	Unknown
Esbjerg	Mar. 10	Grounded	nr. Faeno	Refloated
El Paso	Mar. 13	Grounded	River Seine	Mchy. slig. dam.
Ethel M. Bartlett	Feb. 27	Foundered	At sea	Not stated
El Cedro	Mar. 19	Grounded	Buckley Bay	Not stated
Edgemont	Mar. 29	Ashore	Yokohama	Undamaged
Eupatoria	Mar. 8	Ashore	Samedina	Not stated
Elena Valdez	Apr. 2	Fire	New Orleans	Cargo dam
Frank H. Buck	Mar. 16	Disabled	Eureka	Proceeding
Florence	Mar. 18	Fire	New York	Slight dam.
Fort St. George	Mar. 22	Collision	New York	Seriously dam.
Florence B. Phillips	Mar. 24	Hvy. weather	At sea	Anchor & davits
Fred Baxter	Mar. 23	Disabled	S. of San Francisco	Tail shaft broken
Folis	Mar. 14	Stranded	Crawfish Bar	Prob. total loss
Fisher Lassie	Mar. 11	Collision	Eyemouth Roadsteads	To stem & bows
Frisia	Mar. 19	Stranded	Curacao	Floated
Fennia	Mar. 11	On rocks	Kalkgrundet	Sunk
Fernwood	Mar. 21	Collision	River Scheldt	Slight dam.
Formosa	Mar. 21	Fire	Copenhagen	Not stated
Galilee	Mar. 4	Hvy. weather	off Pigeon Pt.	2 masts gone
Golaa	Mar. 9	Disabled	At sea	Broke low pres. tur.
Gladys	Mar. 8	Fire	Mobile	Con. dam.
Granville R. Bacon	Mar. 12	Disabled	Lowes	Lost anchor & chain
Glyndon	Mar. 22	Hvy. weather	SE Hatteras	Lost
G. J. Cherry	Mar. 14	Disabled	Cape Lookout	Leaking
George Washington	Mar. 13	Aground	Dublin	Floated
Grinkle	Mar. 14	Grounded	Ramsgate	Slight
Glin	Mar. 13	Aground	Perth Harbor	Dam. unknown
Glenmay	Mar. 11	Grounded	Belfast	To plates; water in main hold; jettis. coal.
Georg Siebs	Mar. 19	Disabled	Kiel	Water in eng. room
Gaffney	Mar. 27	Disabled	nr. River Weser	Steerer dam.
Guaratuba	Mar. 17	Disabled	Para	Dam. engs.
H. H. Rogers	Feb. 28	Aground	Texas City Chan.	Not stated
Harmonides	Mar. 4	Disabled	At sea	To tun. shaft
Harrison T. Beacham	Mar. 17	Disabled	At sea	Leak.; eng. broken
Hazel M. Jackson	Mar. 21	Ashore	Woodshole	Not stated
Heimdal	Mar. 25	Fog, collision	Kentish headland	Not stated
Henry O'Brien	Mar. 26	Collision	New York	Sunk
Hansa	Mar. 10	Collision	Kaiser Wilhelm Canal	Stem broken.
Harold Becker	Mar. 10	Ashore	Fehmran Island	Damaged
Harvester	Mar. 11	Collision	Eyemouth Roadsteads	To stem & bows
Hannevig Brothers	Mar. 12	Ashore	Cardiff Sands	Not stated
Hild	Mar. 12	Collision	Ronne	To stern & rud.
Harald Casper	Mar. 11	Disabled	Reval	Not stated
Homecourt	Mar. 20	Collision	Barry	Some dam.
Holsatia	Mar. 31	Fire	Hamburg	Slight
Hwah Jah	Mar. 21	Leak	Vladivostok	Not stated
Hernia	Mar. 16	Grounded	Thyboron Canal	Not stated
Hilda Bissmark	Mar. 20	Ice	Malmo	Rud. broken.
Holms Light	Mar. 20	Disabled	Buenos Aires	Boiler trble.
Indian	Mar. 3	Collision	off Army Base	Proceeded
I. C. White	Mar. 17	Disabled	nr. Galveston	To prop. shaft
Irma	Mar. 19	Storm	off Shinnecock	To anchor; windlass; fwrd. house
Izgled	Mar. 10	Struck bank	Panama Canal	Leaking
Ixia	Mar. 20	Disabled	Brunsbuttel	To props.

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name	Date	Nature	Place	Damage Resulting
Integral	Mar. 28	Disabled	At sea	Lost rud; broke booms
John W. Miller	Mar. 9	Hvy. weather	At sea	Jettis. cargo
James F. Hudson	Mar. 16	Aground	Romer Shoals	Floated
Jacov Sverdlov	Mar. 10	Disabled	Tallinn	To stem, bow plate, rudder post
James J. McAllister	Apr. 1	Fire	New York	Slight
Karl Hans	Mar. 2	Hvy. weather	At sea	To boats
K	Mar. 20	Fire	New York	Slight dam.
Korea Maru	Mar. 20	Fire	nr. Shanghai	Undamaged
K 12104	Apr. 2	Fire	New York	Not reported
Legis	Mar. 1	Fire	At sea	Dam. slight
Lady Kathleen	Mar. 3	Collision	off Army Base	Dam. unknown
Lackwell	Mar. 5	Aground	River Scheldt	Posi. bad
Lighter No. 20	Mar. 16	Fire	New York	Consi. dam.
Lituania	Mar. 18	Disabled	At sea	Bows stove in
Liesel Halm	Mar. 13	Grounded	Rotterdam	Proceeded
Lagerstrand	Mar. 16	Hvy. weather	At sea	Bridge blown away
Liberty	Apr. 2	Aground	off Statue of Liberty	Not stated
Londonier	Mar. 21	Collision	River Scheldt	Slight dam.
Mimina	Feb. 26	Hvy. weather	At sea	Not stated
Martha Hemsoth	Mar. 8	Collision	At sea	Hold filled
Manchester Shipper	Mar. 10	Collision	Pt. Richmond	To bulwks.
Malmen	Mar. 13	Ashore	off Dragor	Floated
Mellow	Mar. 17	Fire	New York	Dam. slight
Marion	Mar. 17	Fire	New York	Not stated
Michael Tracy	Mar. 20	Mud bottom	Quincy Bay	Floated
Marore	Mar. 24	Disabled	Baltimore	Mchy. trble.
Martha Buehner	Mar. 7	Struck drawbridge	Goos Bay	Slight
Meiko Maru	Mar. 13	Ashore	Rhio Straits	Forepeak filled
Mabriton	Mar. 12	Collision	River Scheldt	Stern dam.
Morso	Mar. 28	Hvy. weather	At sea	Masts lost; boats smashed
Mary Collins	Mar. 28	Explosion	Wilmington	Badly dam.
Mathilda	Apr. 1	Aground	off Liberty	Floated
Menominee	Apr. 3	Aground	off Liberty	Floated
M. Turner	Mar. 29	Collision	Mobile	Not stated
Matatua	Mar. 24	Collision	River Thames	Serious
Navahoe	Mar 8	Collision	Sandy Hook	Not stated
New Brunswick	Mar. 16	Ashore	Bermuda	Floated
Niels Nielsen	Mar. 21	Disabled	600 m. off Yokohama	Broke prop. blade
Neutral	Mar. 13	Disabled	Dover	Rud. broken
Niki	Mar 13	Ashore	Neath River	Not stated
Nord Africain	Mar. 17	Disabled	Antwerp Roads	Mchy. dam.
Narragansett	Mar. 27	Disabled	off Staten Island	Eng. trouble
Nellie Eaton	Apr. 2	On ledges	Little Dipper Harbor	Total loss
Obernai	Mar. 10	Ice, collision	At sea	Sunk
Osage	Mar. 12	Disabled	Boston	Dam. funnel
Olympic	Mar. 22	Collision	New York	Prob. slight
Ottar	Mar. 25	Disabled	New York	Bow dam.
Opnelie	Mar. 22	NW gale	Bermuda	Rud. broken
Omar	Mar. 11	Disabled	London	Lost prop.
Osterland	Mar. 12	Disabled	At sea	Prop. lost; to tail shaft
Opawa	Mar. 12	Collision	River Scheldt	No dam. reported
Owego	Mar. 27	Gales	off Dutch Harbor	Damaged
Oresund	Mar. 21	Ice	Helsingborg	Rud. dam.
Philadelphian	Mar. 8	Ashore	nr. Cuba	Floated
Pelotas	Mar. 13	Sunk	At sea	Abandoned
Pontiac	Mar. 18	Sunk	Bedloe's Island	Raised
President Monroe	Mar. 24	Stranded	S. of Pacific Reef	Slight
Perth Amboy	Mar. 24	Disabled	Boston	Hawser in prop.
Philip T. Dodge	Mar. 13	Parted hawsers	Portland, Me.	No dam.
Pluto	Mar. 10	Disabled	Hamburg	Proceeded
Poolton	Mar. 14	Collision	off Bats	Badly dam.
Priscilla	Mar. 13	Collision	nr. Wallasey Stage	Side dam.
Patani	Mar. 19	Disabled	Pauillac	Lost anchor
Pahki	Mar. 21	Unknown	St. Johns	Forepeak filled
Piave	Mar. 20	Disabled	Bombay	To stem & plates
Philadelphian	Mar. 20	Grounded	Manati	No dam.
Roy Bruce	Feb. 23	Collision	Mid-ocean	To hull; sunk
R. W. Hendry	Mar. 11	Gale	At sea	Lost deck cargo
Rena A. Murphy	Mar. 13	Ashore	Cape Corrientes	Filled & breaking
Robert J.	Mar. 20	Fire	New York	Slight dam.
Robert L. Bean	Mar. 21	Collision	Mayport	Rig. dam.
Rijperkerk	Mar. 8	Not stated	Bastia	Eng. rm. & stokehold filled
Rothe	Mar. 8	Disabled	Copenhagen	Not stated
Radnorshire	Mar. 13	Stranded	Shimonoseki Straits	Floated
Rubis	Mar. 19	Collision	River Scheldt	Damaged
Ripple	Mar. 27	Disabled	Brunswick	Minor
Roseland	Mar. 18	Collision	Falmouth Harbor	Not stated
Red Island	Mar. 17	Hvy. weather	Halifax	Deck dam.
Rosina	Feb. 24	Struck ice	nr. Ochakov	Prop. dam.
Rupara	Apr. 2	Ashore	Titan Islands	Not stated
River Lagan	Mar. 21	Collision	Grimsby	Woodwork dam.
S. B. Hirtle	Feb. 5	Ashore	St. Pierre	Floated
Sangamon	Mar. 9	Disabled	Constantinople	Windlass dam.
Sinasta	Mar. 7	Disabled	At sea	Turbine trouble
Santiago	Mar. 11	Sunk	S. of Hatteras	Total loss
Southgate	Mar. 12	Ashore	Buenos Aires	Floated
San Juan	Mar. 13	Aground	Corinto	Floated
Scow No. 2	Mar. 18	Fire	New York	Dam. slight
Spindrift	Mar. 17	Abandoned	off Hatteras	In tow
Scow No. 52	Mar. 18	Fire	New York	Slight dam.
Steel Voyager	Mar. 21	Disabled	nr. Malta	Steerer def.
Smolensk	Mar. 10	Collision	Kaiser Wilhelm Canal	Stern dam.
Strabo	Mar. 8	Disabled	nr. Swinemunde	Rud. broken
Stream Fisher	Mar. 10	Struck rocks	Redcar Rocks	Leaking
Shildon	Mar. 7	Fouled	Newcastle	Not stated
Sierra Negra	Mar. 14	Collision	off Bats	Badly dam.
Sylvia	Mar. 13	Collision	nr. Wallasey Stage	Stem dam.
Sygna	Mar. 13	Ashore	Tjotta	Not stated
Ste. Marguerite II	Mar. 12	Stranded	Cette	Jettis cargo, floated
Sori	Mar. 12	Grounded	New Orleans	Proceeded
Stella Capella	Mar. 12	Disabled	Hamburg	Rud. dam.
Skude	Mar. 13	Grounded	Flekkefjord	Proceeded
Suwa Maru	Mar. 19	Collision	River Scheldt	Undamaged
Sunbeam	Mar. 20	Ashore	Anstruther Harbor	To rud. & stern-post
Strathrannock	Mar. 17	Collision	Aberdeen Harbor	Slight
Santa Ana	Mar. 8	Disabled	Naples	Boil. leak. & rud. dam.
Silverbirch	Mar. 17	Fire	Bombay	Not stated
Swiftsure	Mar. 30	Fire	Brooklyn	Slight
Saramacca	Mar. 29	Collision	Mobile	No dam.
Service	Apr. 3	Fire	Northport	Total loss
Southlea	Mar. 21	Struck jetty	Barry	Slight dam.
Saint Andre	Mar. 20	Stranded	River Guayas	Not stated
Tiverton	Feb. 27	Collision	San Francisco	Stem. dam
Tours	Mar. 12	Ashore	nr. Nuevitas	Undamaged
Thelma	Mar. 19	On rocks	Havana	Jettis. cargo
Tulsagas	Mar. 21	Struck bank	Panama Canal	To steerer
T. M. Barnsdall	Mar. 21	Collision	Mayport	Lost bowsprit
Tapti	Mar. 26	Struck bottom	Cardenas	Unknown
Tokufuku Maru	Mar. 25	Fog, collision	Kentish headland	Sunk
Tosho Maru	Mar. 10	Stranded	nr. Shimizu	Prop. dam.
Tertia	Mar. 2	Disabled	nr. Elsinore	Not stated
Telegraph	Feb. 19	Lost	St. Brandon	Total
Tripp	Mar. 25	Fire	Bremerhaven	Holds flooded
Troubadour	Mar. 28	Struck dock	Brooklyn	Damaged
Truxillo	Apr. 1	Stranded	W. Americal Shoal Lthse.	Floated & in tow
Trude	Mar. 20	Disabled	Kiel	Frpk. leaking
Vitruvia	Mar. 9	Aground	Aarhuus	Foated
Vesta	Mar. 18	Fire	New York	Slight dam.
Vera Grace	Mar. 11	Ashore	W Point of Ayr	Not stated
Ville de Berne	Mar. 10	Disabled	Colombo	Leaking
Virginia	Mar. 27	Collision	Hamburg	To bows; leak
W. H. Becker	Mar. 7	On bottom	Buffalo	Not stated
West Islip	Mar. 9	Disabled	nr. San Francisco	Eng. trble.
West Cheswald	Mar. 13	Ashore	nr. Zudrigoe	Floated
Warren	Mar. 21	Unknown	Shanghai	Sunk
Wyke Regis	Mar. 19	Disabled	nr. Halifax	Anchors lost
Wyoming	Mar. 11	Foundered	off Chatham	Wrecked
Wheater	Mar. 11	Grounded	Killough	Not stated
Walter D. Noyes	Mar. 31	Collision	nr. Boston	To pilot house
Yainville	Mar. 10	Ashore	Island Rugen	Proceeded

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Business News for the Marine Trade

The Bethlehem Shipbuilding Corp. plans entering the Hawaiian field with a repair plant costing approximately $3,000,000 according to J. J. Tynan, vice president and general manager.

A plant for production of steel hulls for barges and launches for river service is contemplated for Baton Rouge, La., according to James G. Dillon of Oliver H. Van Horn Co., Inc., New Orleans, dealer in machine tools and shop supplies.

United States army engineers at Portland, Oreg., have called for bids for a steel tug to be powered with diesel engines.

Kelly Island Lime & Transport Co., Sandusky, O., plans large dock for fuel, stone, sand and other commodities.

The Cleveland Steamship Operating Co., Mentor Special Rural district, Ohio, has been incorporated for $500 by F. A. Bailey, Harmon A. Kelley, William L. David, C. W. Cottrell and Alfred Kelley.

New York & West India Mail Co., has been incorporated for $100,000 to own and operate boats, with headquarters at Wilmington, Del.

The Robin Hood Mills, Ltd., Vancouver, B. C., plans expenditure of $500,000 for docks there.

Pleasure Boats, Ltd., Toronto, Ont., has been incorporated for $100,000 to build boats, vessels, etc., by Haswell F. Parkinson, Leonard A. Richard and others.

Western Steamship Corp., New York, has been dissolved.

Southampton & Nassau Point Ferry Corp., Southampton, L. I., N. Y., has been incorporated for $9900 by J. H. Topping, A. M. Havens and A. Wilde, with Rushmore, Bisbee & Stern, 61 Broadway, as attorneys.

American Transport Co., has been incorporated with a Delaware charter, for $500,000 to own and navigate boats.

The Richardson Boat Co., North Tonawanda, N. Y., recently was incorporated with a capital stock of $50,000 to build pleasure and commercial boats. Plant and equipment already have been obtained. G. R. Richardson is head of the company.

The Toledo Shipbuilding Co., Toledo, O., has taken over the assets and business of the Toledo Shipbuilding Co. of Maine. The business will be continued under the same management, with H. S. Wilkinson as president and treasurer.

Towing Service Corp., New York, has been incorporated for $25,000 by J. Lockwood, J. Scherger and B. McAllister, with Williams, Harughey & Hollander, 32 Broadway, as attorneys.

Sterling Transportation Co., Brooklyn, N. Y., has been incorporated for $10,000 by M. Lefkowitz, L. Jagel, and T. Goodfello, with L. Horwitz, 772 Broadway, New York, as attorney. Company will do lighterage and stevedoring business.

The Norfolk & Washington Steamboat Co., Norfolk, Va., has awarded a contract to the Pusey & Jones Co. to construct a passenger steamship costing about $1,000,000.

Great Lakes Steamship Co. has been incorporated in Wilmington, Del., for $6,000,000.

Philadelphia Steamship Corp., Wilmington, Del., has been incorporated for $50,000.

A part of the body manufacturing plant of the Racine Mfg. Co., Racine, Wis., will be converted for the manufacture of steel speed boats to be marketed through Dodge Bros., according to Charles F. Barndt, vice president of the Racine company.

Rogers & Webb, New England agents for the Black Diamond Steamship Co., have announced the resumption of service from Boston to Antwerp and Rotterdam by the Black Diamond line steamers.

The Eastern Steamship Lines, Inc., has resumed steamer service to Bangor, Me. A 3-trip service has become effective and steamers leave Mondays, Wednesdays and Fridays at 5 p. m.

T. D. Farquhar, manager of the steamship department of Farquhar & Co., Ltd., Halifax, N. S., has announced a steamship service between Boston, Halifax and St. Johns, Newfoundland.

An involuntary petition in bankruptcy was filed against the North Atlantic & Western Steamship Co., Boston, recently.

Rogers & Webb have been made Boston agents for the Oriole lines. Direct services from Boston to Liverpool and from Boston to London and Leigh are operated by this line.

Pacific Salvage Co. has awarded contracts for a $500,000 salvage steamer to a Glasgow shipbuilding company, delivery to be made at Victoria next summer.

R. Petterson has sold the DAUNTLESS, 478 tons, to Jackson & Tennyson, Los Angeles.

H. Liebes & Co. has sold the Fox, 266 tons, to Jackson & Tennyson, Los Angeles.

Pacific Coast Codfish Co. has sold the MAID OF ORLEANS to Capt. C. Klengberg, Arctic trader, with headquarters on Herschel island.

New Business Plans Announced by Marine Companies

HEARNE E. NEELY, who has been for the past several years sales manager of the Johnson-Peter Co., Pittsburgh, distributor of boiler tubes and steel tubing, is now general manager of the New York branch of this company, located at Bush Terminal building, Brooklyn, N. Y. The Johnson-Peter Co. is eastern representative of the Tyler Tube & Pipe Co., Washington, Pa.

* * *

Pickands, Mather & Co., Cleveland vessel and iron ore mine owners and agents, have moved from the Western Reserve building to the twentieth floor of the Union Trust building, Euclid avenue and East Ninth street.

* * *

Capt. Niel Murchison, well known shipmaster, has opened offices at 149 California street, San Francisco, and will conduct a marine survey business. He has served many years as shipmaster on both the Atlantic and Pacific in command of steam and sail tonnage and is widely known in shipping circles. His last command was the steamer Columbia River.

* * *

The Morse Drydock & Repair Co., New York, has placed a contract with the Berry E. Dunn Co., Balfour bldg., San Francisco, for manufacturing and distributing the Morse oil burner system. J. J. Jones, sales manager for the Morse company and Berry E. Dunn have been making an extensive survey of conditions up and down the Pacific coast.

* * *

Todd Shipyards Corp., 25 Broadway, New York, opened March 15 its new branch plant at New Orleans known as the Todd Engineering Drydock & Repair Co., Inc.

* * *

The Dollar Steamship line has opened an agency in Boston and has placed Mr. Sorge as agent in charge of its New England business. Mr. Sorge will have offices in a portion of the Nawsco line offices at 111 Summer street, but will probably locate in permanent offices nearer the shipping center of State street.

* * *

The Rutland-Lake Michigan Transit Co. has opened an office at Boston with H. M. Carder, general agent and E. C. Warren, traveling agent. This company operates from Ogdensburg and Oswego, N. Y., and West Fairport, O., through the Great Lakes to Chicago and Milwaukee.

* * *

R. W. Rust, formerly of New York, has been appointed freight agent for the Nelson Steamship Co. at its new Oakland, Cal., offices.

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